



# Hearing on Senate Bill 105: Southern Maryland Rapid Transit Project – Requirements and Funding

Senate Budget and Taxation Committee  
Maryland General Assembly  
January 9, 2020

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The logo for the Southern Maryland Rapid Transit Study (SMART). The letters "SMART" are rendered in a stylized, bold font. The "S" and "M" are blue, while the "A", "R", and "T" are green. The "T" is designed as an arrow pointing to the right.

***SOUTHERN MARYLAND RAPID TRANSIT STUDY***



# SENATE BILL 105

R2, B1  
SB 845/19 – B&T

(PRE-FILED)

0lr1121  
CF 0lr1248

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By: **Senator Ellis**

Requested: October 30, 2019

Introduced and read first time: January 8, 2020

Assigned to: Budget and Taxation

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## A BILL ENTITLED

1 AN ACT concerning

2 **Southern Maryland Rapid Transit Project – Requirements and Funding**

3 FOR the purpose of requiring the State Department of Transportation promptly to  
4 undertake all steps necessary to complete the design, engineering, and National  
5 Environmental Policy Act process and secure a record of decision for the Southern  
6 Maryland Rapid Transit Project; requiring the Governor to include in the annual  
7 State budget, for certain fiscal years, an appropriation of a certain amount from the  
8 Transportation Trust Fund for certain purposes; specifying that the appropriations  
9 may be reduced under certain circumstances and in accordance with certain  
10 requirements; defining a certain term; and generally relating to the Southern  
11 Maryland Rapid Transit Project.

12 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,  
13 That:

14 (a) In this section, “Southern Maryland Rapid Transit Project” means a  
15 high-capacity, fixed-route rapid transit service, with light rail transit as the preferred  
16 option, operating in a dedicated, grade-separated, 18.7-mile transitway in the Maryland  
17 Route 5/U.S. Route 301 corridor from the Branch Avenue Metrorail Station in Prince  
18 George’s County to Waldorf and White Plains in Charles County.

19 (b) The State Department of Transportation promptly shall undertake all steps  
20 necessary to complete the design, engineering, and National Environmental Policy Act  
21 process and secure a record of decision for the Southern Maryland Rapid Transit Project.

22 (c) (1) Subject to paragraph (2) of this subsection, the Governor shall include  
23 in the annual State budget an appropriation from the Transportation Trust Fund for the  
24 requirements specified in subsection (b) of this section in amounts at least equal to:

25 (i) for fiscal year 2022, \$12,000,000; and

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

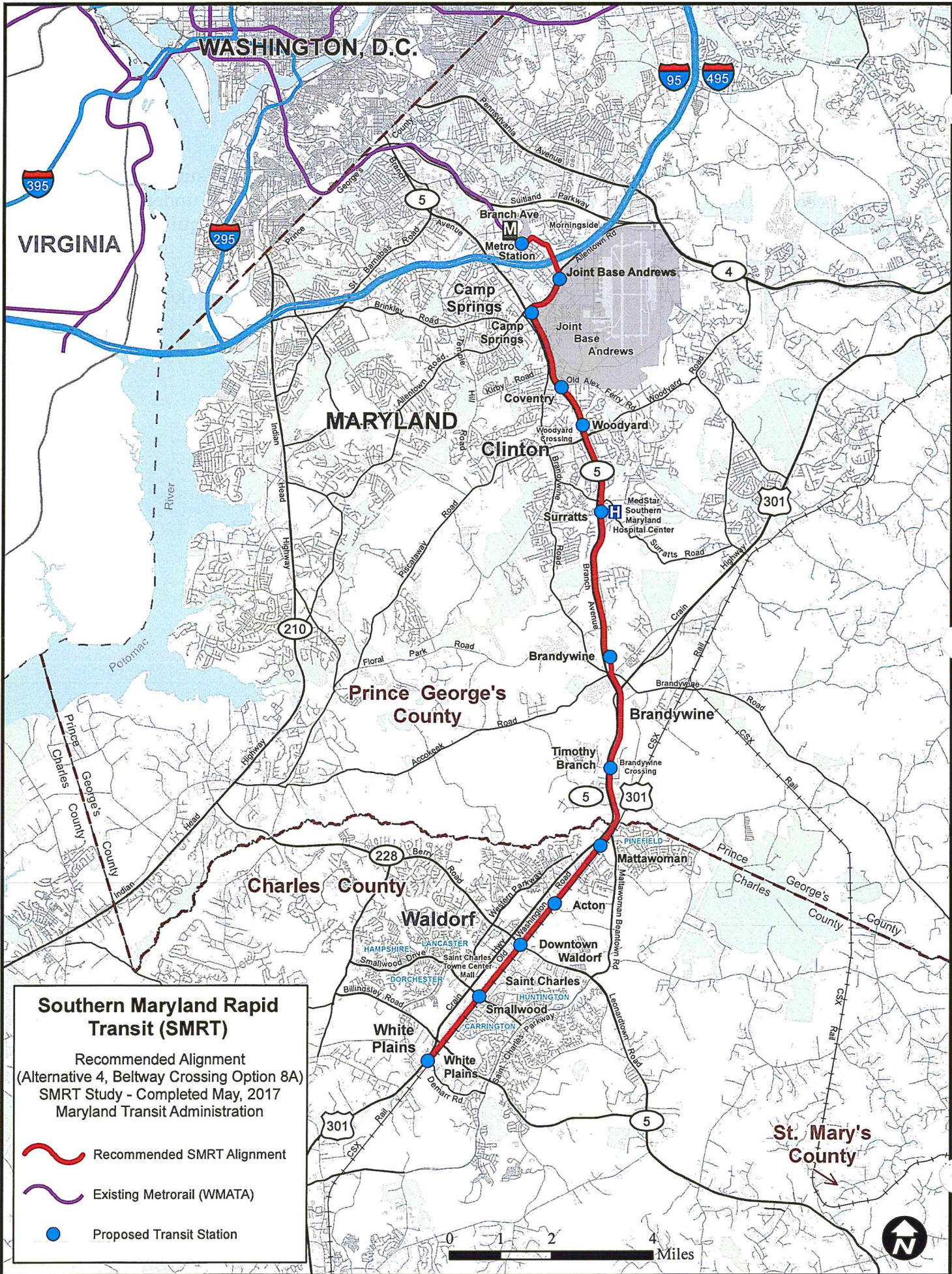
[Brackets] indicate matter deleted from existing law.



1 (ii) for fiscal year 2023, \$15,000,000.

2 (2) The appropriations required under paragraph (1) of this subsection may  
3 be reduced by the amount of funding authorized in fiscal year 2021 to undertake the  
4 Southern Maryland Rapid Transit Project in accordance with the requirements of  
5 subsection (b) of this section.

6 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July  
7 1, 2020.



WASHINGTON, D.C.

VIRGINIA

MARYLAND

Prince George's County




Charles County

Waldorf

St. Mary's County

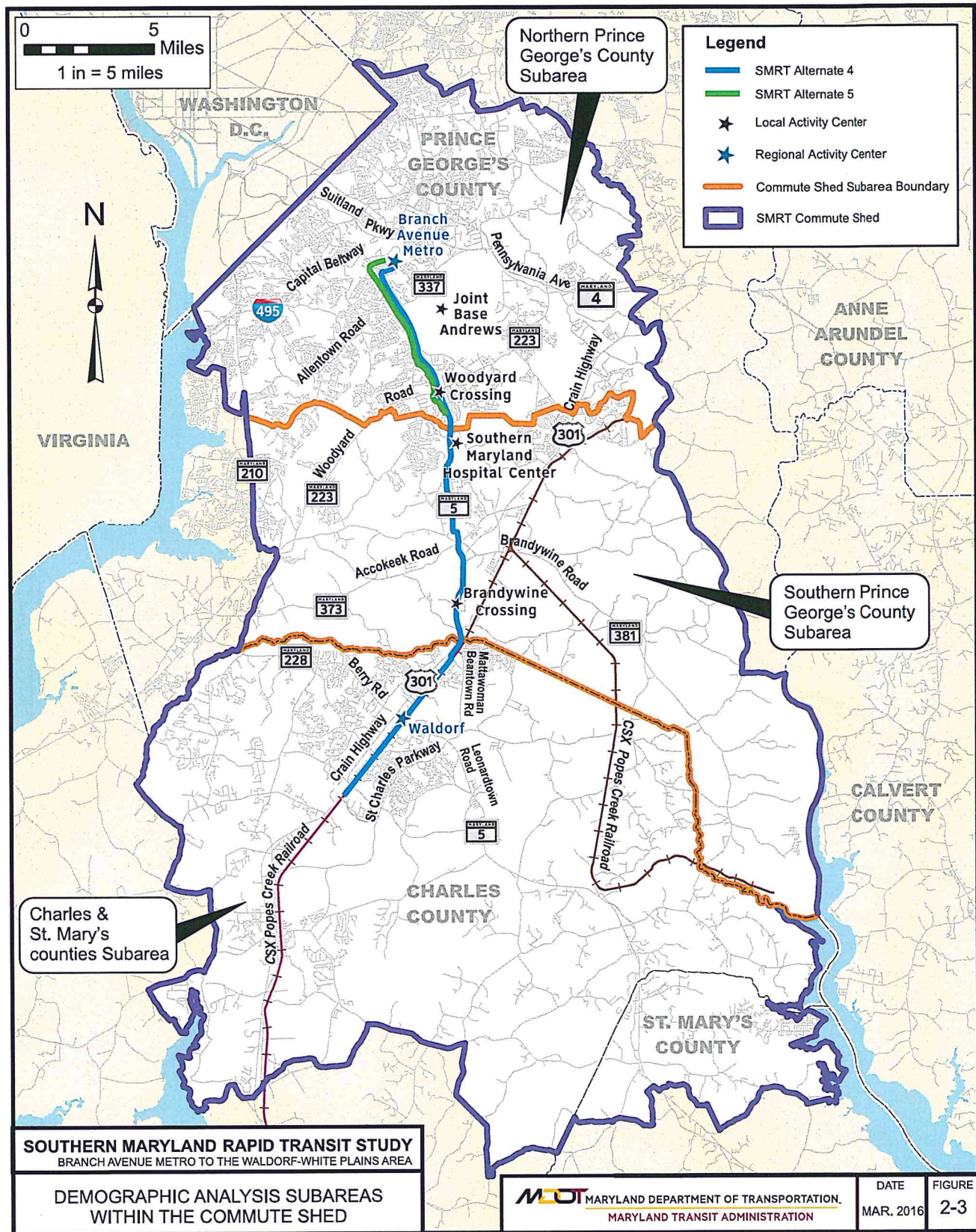
**Southern Maryland Rapid Transit (SMRT)**

Recommended Alignment  
 (Alternative 4, Beltway Crossing Option 8A)  
 SMRT Study - Completed May, 2017  
 Maryland Transit Administration

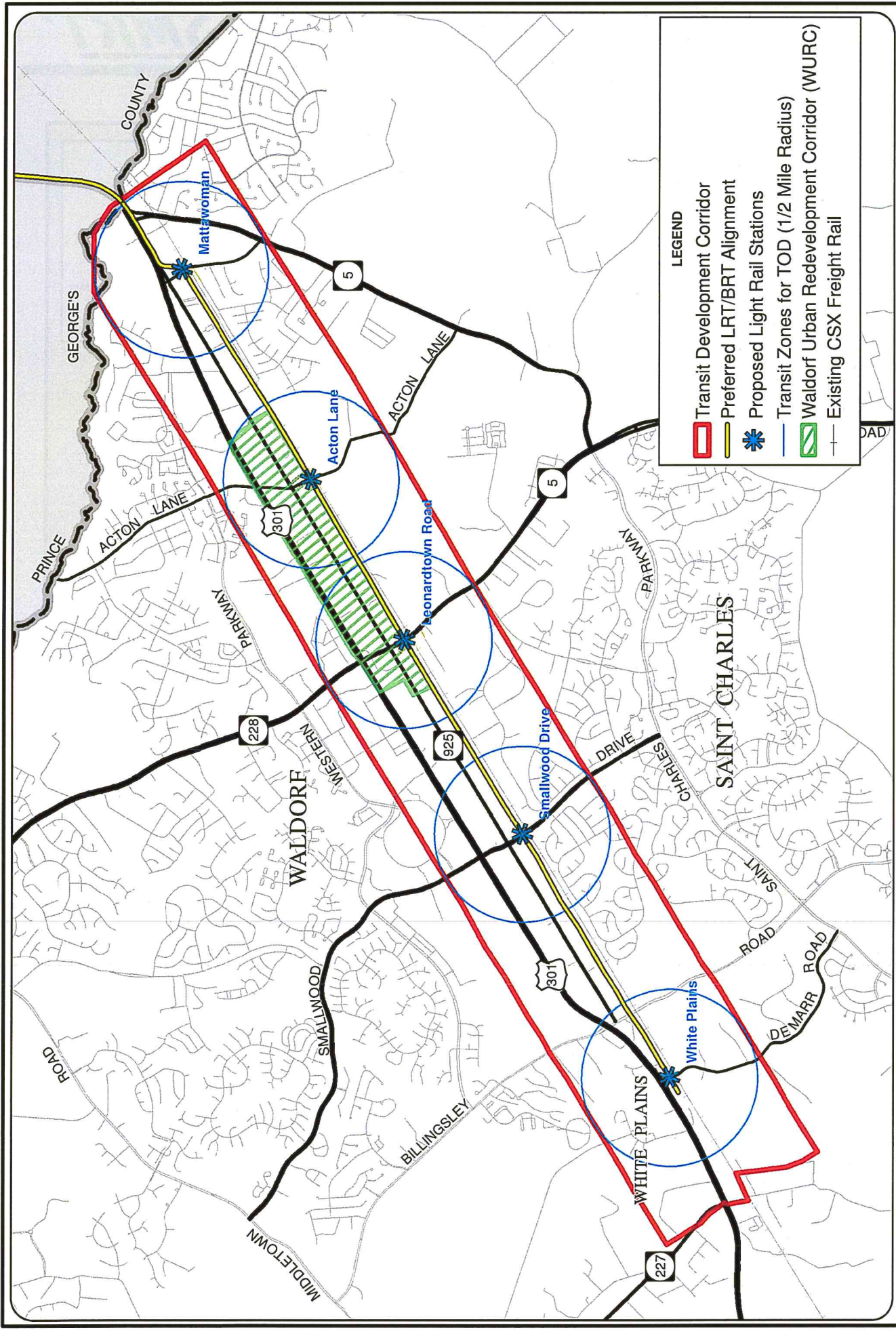
-  Recommended SMRT Alignment
-  Existing Metrorail (WMATA)
-  Proposed Transit Station



**Figure 2-3: Demographic Analysis Subareas within the SMRT Commute Shed**



Source: SMRT Corridor Vision (March 2016)



**LEGEND**

- Transit Development Corridor
- Preferred LRT/BRT Alignment
- Proposed Light Rail Stations
- Transit Zones for TOD (1/2 Mile Radius)
- Waldorf Urban Redevelopment Corridor (WURC)
- Existing CSX Freight Rail

# CHARLES COUNTY TRANSIT DEVELOPMENT CORRIDOR

CHARLES COUNTY, MD

DATE: AUG 2019

CHARLES COUNTY GOVERNMENT  
 Department of Planning and Growth Management  
 300 Business St.  
 P.O. BOX 2159  
 1A Hill, MD 20646  
 (301)863-0827

SCALE:

DRAWN BY: \_\_\_\_\_

CHECKED BY: \_\_\_\_\_

Information contained on this map is for graphical purposes only and is not meant to be used for engineering purposes.

# TRANSIT FACTS

## SOUTHERN MARYLAND RAPID TRANSIT (SMRT)

### Major Southern Maryland (MD5-US301 Corridor) Transit Studies Completed by the State (Maryland Department of Transportation/Maryland Transit Administration):

- Mass Transit Alternatives Study (1996)
- Light Rail Feasibility Study (1997)
- Transit Service Staging Plan (2004)
- Transportation Needs Assessment (2008)
- Commuter Rail Feasibility Study (2009)
- Transit Corridor Preservation Study (2010)
- Southern Maryland Rapid Transit (SMRT) Study (2017)

**Population of SMRT “Commuter-shed”** (southern Prince George’s County, Charles County and northern St. Mary’s County): 439,158 (2015 estimate)

**Projected Population Increase by 2040:** 109,981 (25.5%)

**Total Population of SMRT “Commuter-shed” in 2040:** 549,139

**Total Employment in the SMRT “Commuter-shed”:** 170,772 (2015)

**Projected Employment Increase by 2040:** 55,502 (31.4%)

**Number of Commuters on the MD5-US301 Corridor from Charles and St. Mary’s counties to the Washington, D.C. area:** More than 46,000

**Maryland Counties with the Longest Average Commute Times to Work (2009-2013, Source, U.S. Census):** Charles County (#1), Calvert County (#2), and Prince George’s County (#3), have the State’s three longest commute times

**Hours of Lost Productivity, Family Time and Leisure Time:** For the 46,000 commuters in Charles and St. Mary’s counties, more than 10 million hours per year

**Total Length of SMRT Alignment:** 18.7 miles, from Branch Avenue Metro Station to White Plains

- 12.8 Miles in Prince George’s County
- 5.9 Miles in Charles County

**Proposed Alignment:** From of the Branch Avenue Metrorail Station in Prince George’s County, the proposed alignment proceeds south, adjacent to the east side of the MD5 highway corridor, and then south of Brandywine continues on the east side of the US301 highway corridor. Then the alignment shifts eastward, parallel and adjacent to the west side of the CSX Railroad right-of-way, crossing into Charles County, and continuing south to the SMRT terminus in White Plains

(More on reverse)

**Number of Proposed Transit Stations:** Total of 13 (8 in Prince George's County and 5 in Charles County, including Branch Avenue, Joint Base Andrews, Camp Springs, Coventry, Woodyard, Surratts, Brandywine, Timothy Branch, Mattawoman, Acton, Downtown Waldorf, Smallwood, and White Plains)

**Width of Grade-Separated, Dedicated Transitway:** 70 feet (double tracked, with one track in each direction)

**Projected SMRT Ridership:** 24,000 to 28,000 per day when transit service begins

**Maximum Passengers per 2-Car Train:** 300\*

**Maximum Passengers per 3-Bus Platoon:** 270\*

**Average Travel Speed of SMRT Rapid Transit:** 55 miles per hour

**Commute Time on SMRT from White Plains to Branch Avenue:** 37-42 minutes

**Average Time Saved:** 48 minutes per day

**Cost to Complete "Project Planning, Preliminary Engineering and NEPA" Phase of the SMRT Project:** \$27 million (Estimated \$9 million per year for 3 years)

**Gas Taxes Paid by Residents of the Three-County "Commuter-shed" over the past 6 years:** \$377 million (Estimated)

**Gas Taxes Paid by Charles County Residents in the Past 6 Years:** \$113 million (Estimated)

**Construction Cost of Light Rail Transit:** \$1.5 to \$2.0 billion

**Construction Cost of Bus Rapid Transit:** \$1.1 to \$1.5 billion

**Operating Cost of LRT:** \$25 million per year

**Operating Cost of BRT:** \$35 million per year (Cost could be 25% to 50% higher for BRT than for LRT after 2040; See footnote regarding BRT's feasibility in this corridor)

**Economic Impact of Rapid Transit in Southern Maryland:** "Implementation of the SMRT Project has the potential for increasing economic growth, with LRT providing 15% to 22% more economic stimulation than BRT...The increased employment and property values resulting from rapid transit are projected to expand the tax base by \$5 to \$6 billion, which in itself would cover the cost of the project." (Source: SMRT Final Report, 2017)

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**\*Final Report of the Southern Maryland Rapid Transit Study (2017):** *"LRT is easily expandable, if needed to meet capacity needs beyond 2040, by adding an additional car to the train...[the] 3-bus platoon BRT configuration would not have capacity to handle passenger loads beyond 2040 and is not easily expandable."* For additional details, the full report of the SMRT Study is available at [www.smrtmaryland.com](http://www.smrtmaryland.com)



# EXECUTIVE SUMMARY

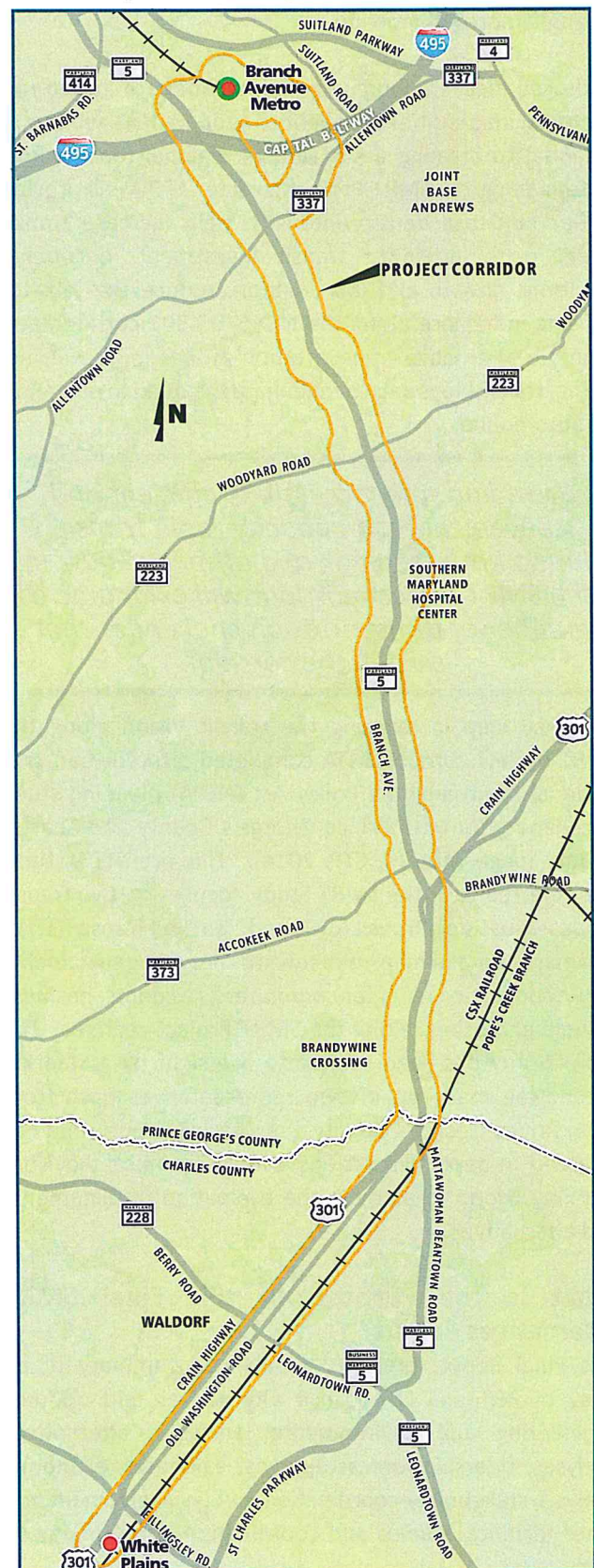
The Maryland Department of Transportation's (MDOT) Maryland Transit Administration (MTA) is working to further advance a rapid transit system along 18.7 miles of the MD 5 (Branch Avenue)/US 301 (Crain Highway) corridor, between Branch Avenue Metrorail Station in Prince George's County and the Waldorf-White Plains area in Charles County (see **Figure ES-1**). A statement representing the transit Vision for this corridor, referred to as the Southern Maryland Rapid Transit (SMRT) Project corridor, originated from MTA's 2016 Southern Maryland Rapid Transit Project Corridor Vision (Corridor Vision) document: **Providing safe, accessible, efficient and convenient high-capacity rapid transit during both the peak and off-peak hours in the SMRT Project corridor will overcome a number of transportation challenges that exist in the corridor.**

The Metropolitan Washington Council of Governments' (MWCOC) 2040 forecasts anticipate significant growth in employment, population and the number of households for Prince George's, Charles and St. Mary's counties, which supply regional traffic to the SMRT Project corridor. Most regional traffic flows northbound in the morning and southbound in the evening. Additionally, many private development projects along the SMRT Project corridor have been proposed, studied and thoroughly vetted, without yet being fully implemented. The SMRT Project could serve as the impetus to give many projects a greater incentive to develop to the highest and best use, by encouraging higher density transit-oriented development (TOD) in the urban activity centers.

*The SMRT Project is an integral part of the on-going development of an interconnected regional transit system that will improve the quality of transit service in the Washington metropolitan region.*

As travel demand along the SMRT Project corridor increases, there is limited ability to expand the transportation footprint, and few travel alternatives with reliable travel times are available. The current commuter bus system along MD 5/US 301 is nearing capacity, and further expansion is difficult, as bus storage capacity is scarce, and the streets of downtown Washington, D.C. are unable to handle ever-increasing numbers of commuter buses. Commuter buses are subject to the same travel delays on MD 5/US 301 that are experienced by general vehicular traffic. A separated high capacity transit system is needed to accommodate travel demand within the SMRT Project corridor, and support widespread job growth.

**Figure ES-1: Project Location Map**



Prince George's and Charles counties have ongoing planning efforts to integrate land uses and transportation alternatives to attract additional employment options through improved mobility.

Both counties are pursuing the creation of mixed-use centers with densities sufficient to support TOD, which are essential to creating a sustainable regional rapid transit system along the SMRT Project corridor. TOD will provide higher land use density/intensity, help increase transit ridership to maximize transit investment, encourage economic growth and job creation, reduce the jobs-to-housing imbalance along the MD 5/US 301 corridor, and promote alternative transportation modes (e.g., walking, biking, transit) to reduce or eliminate the need to commute via automobile.

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*Providing safe, accessible, efficient and convenient high-capacity rapid transit during both the peak and off-peak hours in the SMRT Project corridor will overcome a number of transportation challenges that exist in the corridor.*

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As a key step in realizing the transit Vision along the SMRT Project corridor, MTA completed a three-year, pre-National Environmental Policy Act (NEPA) planning study in collaboration with Prince George's County and Charles County (page MTA-39, CTP, 2014). This pre-NEPA study, also referred to as the SMRT Study, focuses on two transit modes – Bus Rapid Transit (BRT) and Light Rail Transit (LRT) – and marks a major milestone towards providing sustainable traffic congestion relief for commuters, residents, business owners and others along the SMRT Project corridor. The SMRT Study has been subject to oversight by a Steering Committee made up of two representatives each from MTA, Prince George's County and Charles County, and has included in-depth discussions with a Technical Advisory Working Group to assist in the evaluation of alignments and alternatives.

### **What is the Purpose of this Final SMRT Alternatives Report?**

This Final Report presents a balanced summary of an array of BRT and LRT transit alternatives and options, engineering and environmental analyses, alternatives analyses, ridership forecasting, cost estimates, economic analysis, stakeholder coordination, public involvement and other technical studies and coordination efforts made to date.

As a result of this study, Prince George's County and Charles County planners will, after two decades, have a rapid transit alternative – the SMRT Recommended Alternative – to incorporate into various land use and transportation master plans, Geographic Information Systems (GIS) data sets and other resources available to the public.

### **What Prior Studies Were Conducted?**

The possibility of rapid transit as a viable mode choice in Southern Maryland has been envisioned dating back to the 1996 Southern Maryland Mass Transportation Study. The following transportation studies conducted since 1996 have emphasized the need for transportation improvements in Southern Maryland, and some specify rapid transit along the MD 5/US 301 corridor:

- US 301/MD 5 Light Rail Feasibility Study (1997)
- MD 5/US 301 Transit Service Staging Plan (2004)
- Southern Maryland Transportation Needs Assessment (2008)
- Southern Maryland Commuter Rail Service Feasibility Study (2009)
- Southern Maryland Transit Corridor Preservation Study (2010)
- SMRT Corridor Vision (2016)\* and
- SMRT Environmental Inventory (2016)\*

\* Part of this study

### **What Challenges Will Rapid Transit Address?**

- The SMRT Project corridor does not have a balance between jobs and housing.
- The existing automobile-based transportation system is not adequate to support existing and planned development.
- Available options do not offer a reliable travel time from Waldorf to other parts of the Washington metropolitan region.
- There are few alternative travel options within the corridor.
- Transit-dependent populations have poor travel accessibility throughout the corridor.
- As travel demand increases, there is limited potential to expand the transportation footprint.
- Population in the Commute Shed is projected to grow by 26% and jobs are anticipated to increase by 51% within 25 years.

### What Types of Rapid Transit Have Been Considered?

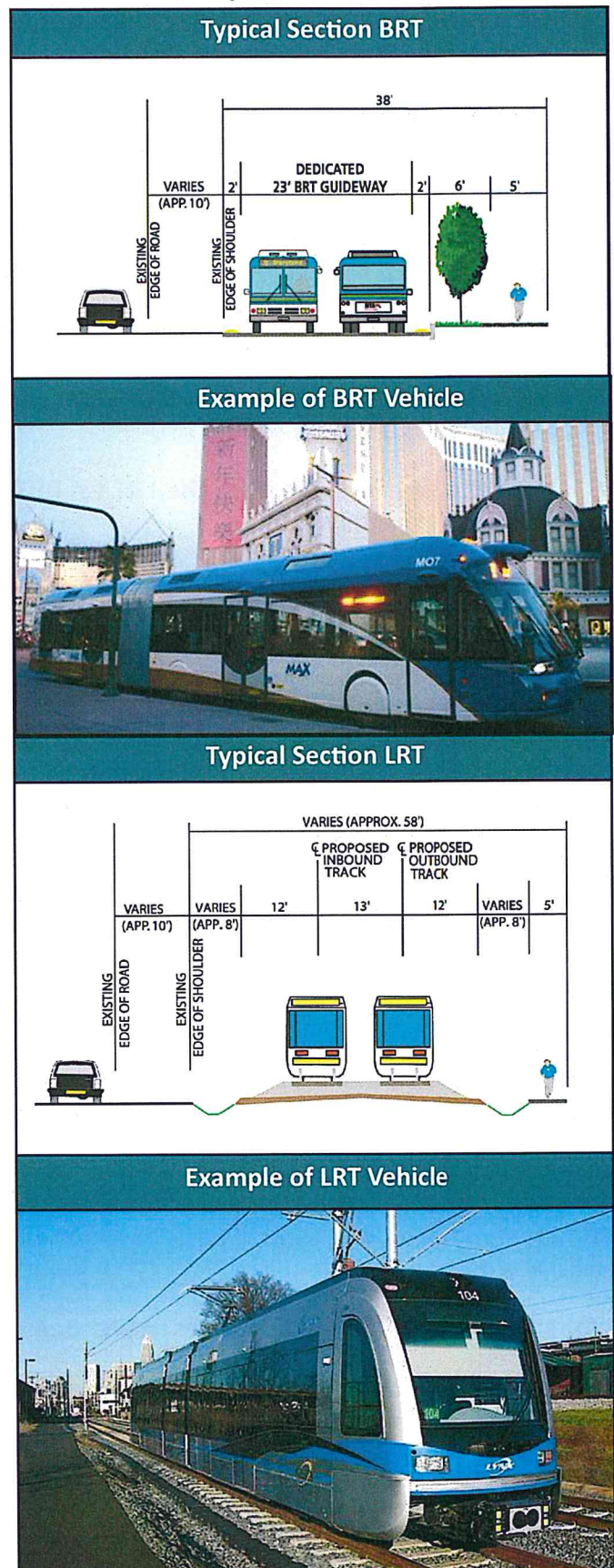
This study has included balanced consideration of BRT and LRT for the entire length of the SMRT Project corridor, with all of the studied alignments analyzed as both BRT and LRT (see typical sections in Figure ES-2). Both modes would include branded vehicles, off-vehicle fare collection, high-frequency all-day service, signal priority at traffic signals (or grade separation), and travel speeds which match or exceed the adjacent roadway (see Table ES-1 for mode comparison). Some of the key differences between the two modes are as follows:

- LRT operates on rail, typically powered by overhead catenary wires; BRT operates on a roadway physically separated from the highway.
- LRT uses traditional steel-wheeled rail vehicles with a 150-passenger-per-car capacity. Two-car trains at 6-to-8-minute intervals will be needed for estimated 2040 ridership demands. This LRT configuration provides adequate capacity beyond 2040.
- BRT uses rubber tires, specially designed buses with a 90-passenger-per-bus capacity. A three-bus platoon at 6-minute intervals will be needed for estimated 2040 ridership demands.

**Table ES-1: Comparison of BRT and LRT Features**

Feature	BRT	LRT
Dedicated transitway for operations	●	●
Operates on roadway with no rail or overhead catenary	●	
Operates on rail, powered by electric overhead catenary wires		●
Off-vehicle fare purchase	●	●
Low-floor vehicles with level boarding	●	●
Traffic signal priority or pre-emption	●	●
Frequent service at substantial transit stations with full-service passenger amenities	●	●
Separately branded vehicles	●	●
Maximum cars per configuration	3	2
Maximum passengers per 3-bus platoon/2-car consist (train)	270	300
Travel Speed (mph)	55	55
Construction Cost (2016 \$billion)	1.1 to 1.5	1.6 to 2.0

**Figure ES-2: Typical Sections and Examples of BRT and LRT**



## What are the Key Findings from the LRT vs. BRT Engineering Analysis?

- LRT is easily expandable, if needed to meet capacity needs beyond 2040, by adding an additional car to the train.
- This 3-bus platoon BRT configuration would not have capacity to handle passenger loads beyond 2040 and is not easily expandable. BRT would require guideway and station improvements to allow increased BRT capacity beyond 2040.
- Overall BRT costs are approximately \$0.5 billion less than LRT costs (\$1.1B to \$1.4B for BRT vs. \$1.6B to \$1.9B for LRT).
- Annual operating costs for LRT are approximately \$10 million lower for LRT than for BRT (\$25M per year for LRT vs. \$35M per year for BRT)

## What are the Key Findings from the LRT vs. BRT Economic Impact Analysis?

Comparisons of BRT and LRT systems throughout the country reveal that, all things being equal, LRT generally results in greater public/private development interest, higher ridership and more economic growth than BRT. For this study, an Economic Rent Analysis compared potential TOD and economic impacts of LRT and BRT in the SMRT Project corridor, finding that as accessibility improves, so does the productivity and character of the economy.

*Mixed-use centers with densities to support BRT/LRT transit service are essential to creating a regional rapid transit system.*

Implementation of the SMRT Project (either a BRT or LRT rapid transit system) has the potential for increasing economic growth, with LRT providing 15% to 22% more economic stimulation than BRT. Both systems will increase regional employment, with the addition of approximately 250,000 to 300,000 person years of work, \$20 billion to income, and \$30 billion to property development and values. The increased employment and property values resulting from rapid transit are projected to expand the tax base by \$5 to \$6 billion, which in itself would cover the cost of the project.

## What SMRT Mainline Alternatives Have Been Considered?

The Mainline Alternatives analyzed in this study were derived from, and remain similar to, those developed in MTA's 2010 Southern Maryland Transit Corridor Preservation Study. The Mainline Alternatives refer to the portion of the SMRT Project corridor from Allentown Road (MD 337) south.

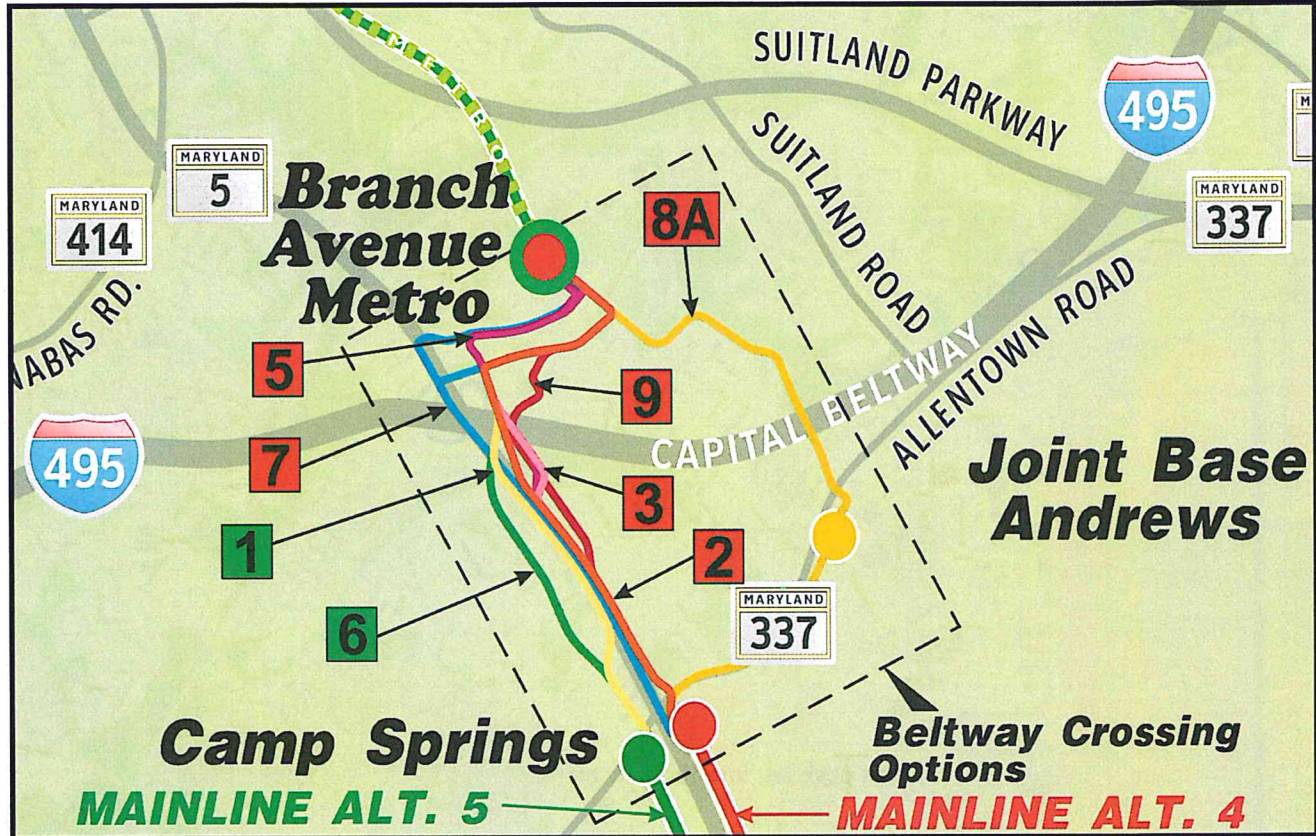
The 2010 Corridor Preservation Study developed five Mainline Alternatives and identified one – Alternative 4 – as preferred. This study evaluated the five Mainline Alternatives, and eliminated Alternatives 1, 2 and 3 from further consideration. Alternatives 4 and 5 remained under consideration.

Alternative 4 (preferred in the 2010 Study) is located on the east side of MD 5 for the entire length of the SMRT Project corridor. Alternative 5 is located on the west side of MD 5 from Allentown Road to south of Woodyard Road, where it crosses over to the east side of MD 5 and is the same as Alternative 4 from south of Woodyard Road to the project terminus at Demarr Road in Charles County. Alternatives 4 and 5, together with associated Beltway Crossing Options, are illustrated and described in **Figure ES-3** and **Figure ES-4** respectively.

## What are the Key Findings from the Analysis of the Alternatives?

- Alternative 4 is located on the east side of MD 5/US 301 for the entire SMRT Project corridor, serving all of the key activity centers – Branch Avenue, Joint Base Andrews (JBA), Southern Maryland Hospital, Brandywine Crossing and the Waldorf Urban Redevelopment Corridor (WURC) – without crossing MD 5/US 301.
- Alternative 5 would displace between 14 and 22 more businesses than Alternative 4 – primarily along Old Branch Avenue between Old Alexandria Ferry Road and the beltway.
- Since the west side of MD 5 is more densely developed along the Alternative 5 alignment, at-grade roadway crossings (potentially causing traffic operations challenges) and impacts to potential hazardous materials sites are significantly greater for Alternative 5 than Alternative 4.
- There are 4 to 14 more residential property displacements with Alternative 4 than Alternative 5.
- Alternative 5 only connects to either Beltway Crossing Option 1 or Option 6 and therefore requires a tunnel to cross the beltway and MD 5.
- Since Alternative 5 requires a tunnel crossing, it is at least \$300 million more expensive than Alternative 4 with the Beltway Crossing Options that do not require a tunnel.
- If the areas along Alternative 5 where substantial business displacements would occur are able to redevelop, Alternative 5 may attract TOD more quickly, since dense development is already nearby.

Figure ES-3: Key Map of SMRT Beltway Crossing Options



### What SMRT Beltway Crossings have been Considered?

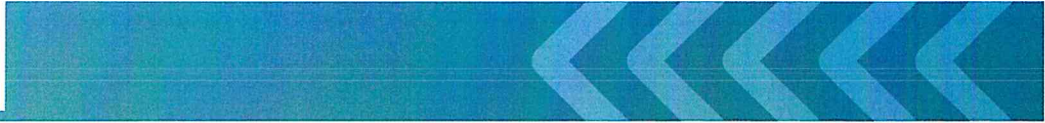
This study took a fresh look at the six Beltway Crossing Options developed in the 2010 Corridor Preservation Study and developed additional options. (see Figures 3-5, 3-6, 3-7 and 3-11)

### What are the Key Findings for the Beltway Crossing Options?

- Beltway Crossing Option 1 and Option 6 (Mainline Alternative 5) require a 1.2 to 1.3 mile tunnel to cross MD 5 and the beltway to reach the Branch Avenue Metrorail Station at a cost of at least \$300 million more than the Beltway Crossing Options that do not require a tunnel (Beltway Crossing Options 3, 5, 7, 8A and 9 with Mainline Alternative 4).
- Beltway Crossing Option 1 and Option 6 would result in 14 to 22 more business displacements than Beltway Crossing Options 3, 5, 7, 8A and 9.
- At-grade roadway crossings and impacts to potential hazardous materials sites are significantly greater for Beltway Crossing Option 1 and Option 6 than Beltway Crossing Options 3, 5, 7, 8A and 9.
- Residential property displacements are highest

with Beltway Crossing Option 3. In general, the residential displacements are 10% to 34% (4 to 14) higher with the Beltway Crossing Options associated with Alternative 4 than those with Alternative 5.

- Beltway Crossing Option 8A is the only option that includes a station directly serving JBA, near the main gate, closer to employment centers. The ridership increases in comparison to other Ridership Forecasting Model Run Scenarios, resulting from direct service to JBA are slightly outweighed by the ridership losses caused by the additional transit travel time with the 0.4-mile longer 8A alignment length. JBA has expressed a strong preference for Beltway Crossing Option 8A.x
- Beltway Crossing Option 8A has slightly higher natural environmental impacts (e.g., streams, wetlands, woodlands, etc.) than all other options (see Table ES-2).
- Beltway Crossing Option 7 and its suboptions, which are located in the median of MD 5 north of Coventry Way, are not able to accommodate a station at either Camp Springs or JBA; therefore, only indirect connections (via shuttle) would be possible to JBA.



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Figure ES-4: Mainline Alignment Alternatives and Beltway Crossing Options that Have Been Considered

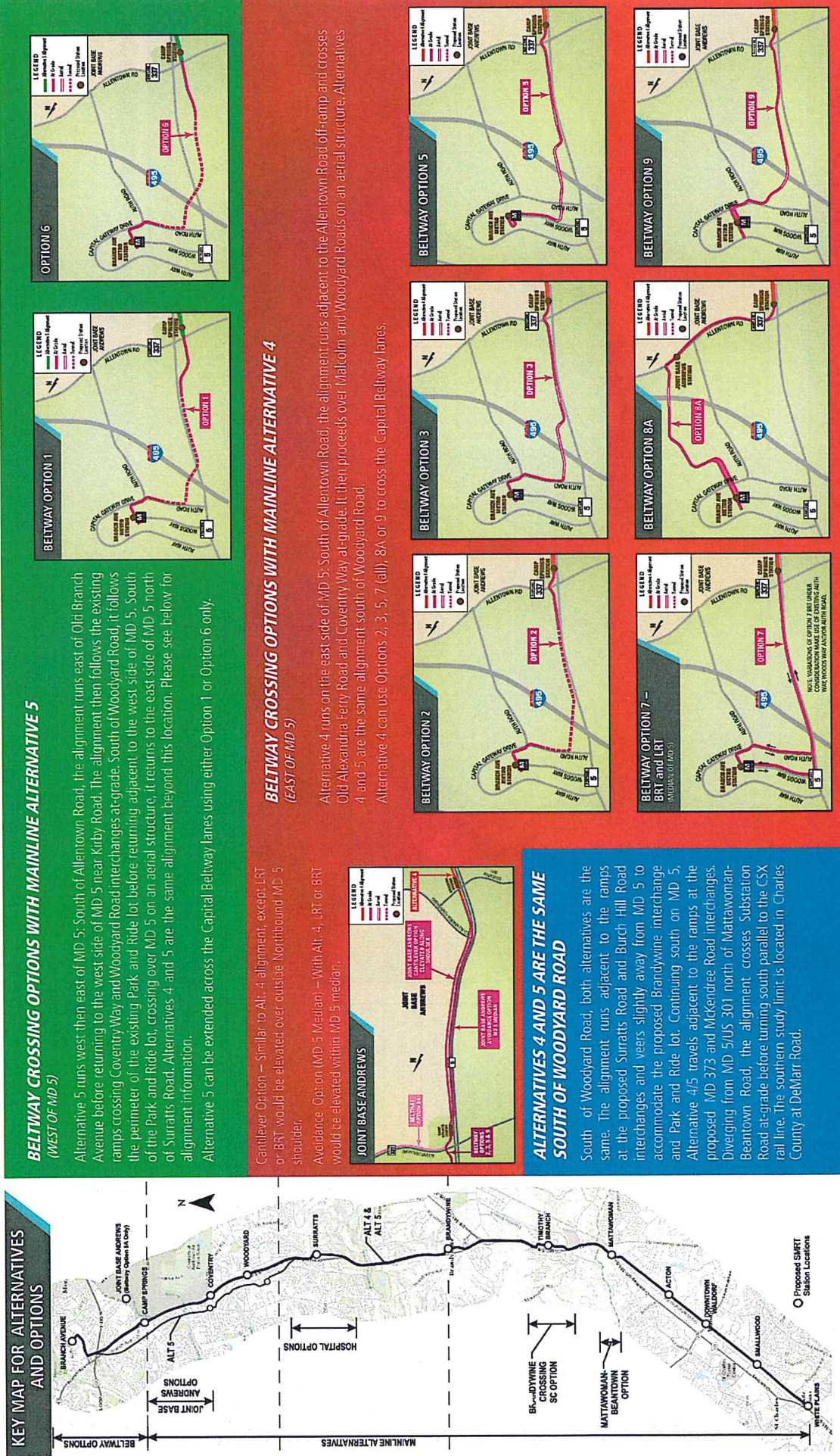


Table ES-2: Summary of Preliminary SMRT Corridor Transit Scenarios

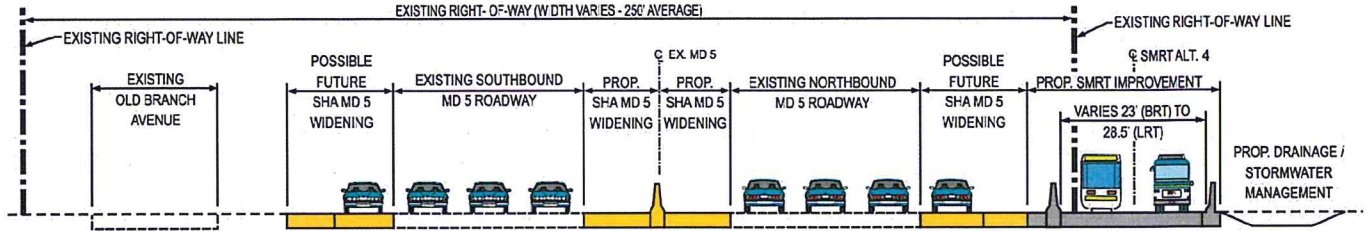
SMRT Corridor Transit Scenario	RIDERSHIP		ENGINEERING			SOCIOECONOMIC/CULTURAL				NATURAL ENVIRONMENT			CAPITAL COSTS		O&M COSTS <sup>7</sup>						
	Type of I-495 (Beltway) Crossing	Round 2 Daily Ridership - LRT	Round 2 Daily Ridership - BRT	Transit Run Time - LRT (Minutes) <sup>8</sup>	Transit Run Time - BRT (Minutes) <sup>8</sup>	Length of Alignment (Miles) <sup>1</sup>	Length of Structures (LF) - Tunnel (T), Aerial (A)	At-Grade Roadway Crossings	Residential Properties <sup>2</sup>	Business/Commercial Properties <sup>2</sup>	Churches, Schools, Cemeteries	Environmental Justice Areas	Historic Sites	Stream Crossings	Wetlands (Acres)	100-Year FEMA Floodplain (Acres) <sup>3</sup>	Woodlands (Acres)	Bus Rapid Transit (BRT) - Costs (\$Millions)	Light Rail Transit (LRT) - Costs (\$Millions)	BRT - Annual Operating and Maintenance Costs (\$Millions)	LRT - Annual Operating and Maintenance Costs (\$Millions)
<b>Alternative 4 w/Options (East side of MD 5)<sup>9</sup></b>																					
1	Beltway Crossing Option 2 (Tunnel under I-495); Hosp. Option 1 <sup>5</sup>	27,900	27,300	39	38	19.0	2,350 (A) 6,100 (T)	43	50	79	6	2	8	11	12.4	8.2	114.5	\$1,426	\$1,933	\$34.5	\$24.3
2	Beltway Crossing Option 3 (Aerial over I-495); Hosp. Option 1 <sup>5</sup>	27,900	27,300	39	38	19.0	4,580 (A)	39	55	78	6	2	8	11	12.5	8.4	117.7	\$1,103	\$1,617	\$34.5	\$24.3
3	Beltway Crossing Option 5 (Aerial over I-495); Hosp. Option 1 <sup>5</sup>	27,900	27,300	39	38	19.0	5,720 (A)	39	53	78	6	2	7	11	12.7	8.4	114.6	\$1,120	\$1,629	\$34.5	\$24.3
4	Beltway Crossing Option 7D (MD 5 At-Grade under I-495); Hosp. Opt. 1 <sup>5</sup>	N/A	24,800	N/A	41	19.0	10,840 (A)	42	45	72	6	2	10	11	10.4	7.4	104.7	\$1,119	N/A	\$35.6	N/A
5	Beltway Crossing Option 7E (MD 5 At-Grade under I-495); Hosp. Opt. 1 <sup>5</sup>	23,900	24,800	46	41	19.2	11,195 (A)	46	50	73	6	2	9	11	10.4	7.4	107.8	\$1,155	\$1,686	\$35.6	\$25.0
6	Beltway Crossing Option 8A (JBA Station & aerial over I-495); Hosp. Op. 1 <sup>4,5</sup>	26,500	25,200	42	41	19.4	2,860 (A)	47	45	79	6	3	11	12	14.1	10.1	132.9	\$1,115	\$1,614	\$36.4	\$24.8
7	Beltway Crossing Option 9 (Aerial over I-495); Hosp. Option 1 <sup>5</sup>	27,900	27,300	39	38	18.9	3,700 (A)	38	51	78	6	2	8	11	12.7	8.4	121.0	\$1,081	\$1,585	\$34.5	\$24.3
8	JBA Cantilever Option w/Belt. Op. 9 (Aerial over I-495); Hosp. Op. 1 <sup>5</sup>	27,900	27,300	39	38	18.9	10,215 (A)	37	51	78	6	2	8	11	12.0	8.0	118.2	\$1,141	\$1,658	\$34.5	\$24.3
9	JBA Avoidance Option w/Belt. Op. 9 (Aerial over I-495); Hosp. Opt. 1 <sup>5</sup>	27,900	27,300	39	38	18.9	13,780 (A)	36	51	76	6	2	8	11	11.3	7.3	117.2	\$1,201	\$1,728	\$34.5	\$24.3
<b>Alternative 5 w/Options (West side of MD 5)<sup>9</sup></b>																					
10	Beltway Crossing Option 1 (Tunnel under I-495); Hosp. Option 1 <sup>5</sup>	27,500	27,200	40	38	19.2	2,225 (A) 6,500 (T)	59	41	94	7	3	14	11	12.1	10.1	107.8	\$1,437	\$1,946	\$35.7	\$24.5
11	Option 6 (Tunnel under I-495); Hosp. Option 1 <sup>5</sup>	27,500	27,200	40	38	19.2	2,225 (A) 6,900 (T)	56	41	93	7	3	17	11	12.0	10.0	106.7	\$1,432	\$1,942	\$35.7	\$24.5

Legend for Comparison of Alternatives: **BETTER** **NEUTRAL** **WORSE**

Notes:  
<sup>1</sup> Length of Alignment as measured from Branch Avenue Metrorail Station to the proposed White Plains Station  
<sup>2</sup> Property Impacts = potential displacements within Limits of Disturbance and assumed Station Infrastructure envelope  
<sup>3</sup> The floodplain acreage includes county-designated floodplains present in the Wesson Drive area  
<sup>4</sup> Beltway Crossing Option 8A Impacts are based on an at-grade crossing of Allentown Rd. If Aerial Option selected, add 1,500 LF to Length of Structure total and subtract 2 crossings from the Intersection Crossings total  
<sup>5</sup> Options include Brandywine Crossing Shopping Center Option and Mattawoman Beantown Option  
<sup>6</sup> 2010 Corridor Preservation Study costs have been escalated to 2016 prices as a comparison  
<sup>7</sup> No BRT or LRT Vehicle Replacement Costs are included  
<sup>8</sup> White Plains to Branch Avenue at Auth Road: No-Build Average Highway Time = 59 Minutes; Max-Build Average Highway Time = 52 Minutes  
<sup>9</sup> All SMRT Corridor Transit Scenarios do not preclude widening of MD 5 one additional lane in each direction from I-95/I-495 to the US 301 split



**Figure ES-5: Typical Section of SMRT (BRT or LRT) Mainline Alternative 4**



**What Other Specific Local Alignment Options were Considered and What are the Key Findings?**

In addition to the Mainline and the Beltway Crossing, this study has identified four basic breakout areas:

**JBA Options (See Figures 3-9 and 3-10):**

Mainline Alternative 4 will require grading and/or drainage disturbance as much as 40 feet into JBA property, in an area with residential housing (see Figure ES-5). Given the potential challenges in obtaining right-of-way from, or constructing rapid transit infrastructure close to, JBA with Mainline Alternative 4, two options have been developed to minimize or avoid impacts to JBA. Both options connect to Mainline Alternative 4 only, since Alternative 5 avoids any impact to JBA property.

- *JBA Avoidance Option* places the transit alignment on elevated structure over the median of MD 5 from Old Alexandria Ferry Road to Allentown Road.
- *JBA Cantilever Option* places the transit alignment on elevated structure over the outside northbound MD 5 shoulder. This may not fully avoid grading or drainage within JBA property, but will reduce the impacts compared to Mainline Alternative 4.

MTA has met several times with representatives of JBA on the issues of alignment, property impacts, station location and future growth on JBA. Coordination will remain on-going with JBA on all of these issues, particularly as JBA coordinates with the contractor that manages the residential housing units within JBA along northbound MD 5.

**MedStar Southern Maryland Hospital Center (MSMHC) Options (See Figure 3-8):**

The MSMHC is located in the southeast quadrant of the MD 5/Surratts Road intersection and is considered a major employer in the region with high potential transit use, given its plans for continued expansion. The original Mainline Alternative 4/5 alignment and hospital station are located immediately adjacent to MD 5, making it difficult to access the hospital from the station on foot due to the elevation difference. The SMRT Study has developed several options to better serve the hospital. These options, described in Figure 3-8, have

been discussed with hospital representatives without any conclusion as to which, if any, they prefer. The differences between the options, in terms of cost, ridership, or environmental impact, are negligible.

**Brandywine Crossing Shopping Center Option (See Figure 3-12):**

The original Mainline Alternative 4/5 alignment and Brandywine Station are located immediately adjacent to MD 5/US 301, potentially causing traffic conflicts at the driveways and resulting in less than optimal station proximity to the many retail establishments. An optional alignment has been developed that includes a 500-foot easterly alignment shift into the middle of the shopping center parking area. This option has been reviewed favorably by one of the shopping center representatives, but further coordination is needed in future stages of project development.

**Mattawoman-Beantown Road Option (See Figure 3-12):**

The original Mainline Alternative 4/5 alignment and Mattawoman Station are located immediately adjacent to MD 5/US 301, primarily to limit the footprint of the Mattawoman Creek crossing. MDOT/State Highway Administration (SHA) has been planning for many years to improve the capacity of the MD 5/US 301/Mattawoman-Beantown Road intersection, possibly including a grade separation (flyover ramp for the southbound-to-eastbound movement). Combined with significant potential development and separately constructed county/developer roadway improvements (e.g., the extension of Western Parkway), there remain numerous uncertainties with regard to the ultimate roadway design/lane configurations at this intersection.

The Mattawoman-Beantown Road Option has the greatest compatibility with the range of MDOT/SHA roadway options under consideration, given its shift to the east (see Figure 3-12). While it requires a new structure crossing Mattawoman Creek, the crossing location could be placed adjacent to the CSX rail line crossing. The optional design has a higher cost than basic Alternative 4/5, due to the additional bridge over Mattawoman-Beantown Road, but likely provides better constructibility and traffic operations.

### What Stations are Proposed?

Thirteen transit station locations — strategically spaced and placed at key activity and employment centers to maximize ridership — are being considered at the following locations: Branch Avenue Metrorail Station; Camp Springs, JBA (with Beltway Crossing Option 8A only), Coventry Way, Woodyard Road, Surratts Road/MSMHC, Brandywine, Timothy Branch, Mattawoman, Acton, Downtown Waldorf, Smallwood and White Plains (see **Figure ES-3**). These locations are consistent with proposed land use and station location recommendations from a range of sources, including JBA and Prince George’s County Joint Land Use Study (JLUS), Prince George’s County’s Subregion 5 Master Plan, Central Branch Avenue Revitalization Sector Plan, Waldorf Urban Design Study (WUDS), and WURC Phase 1 and 2 Development Plans for Waldorf Center.

### What are the Key Findings of the Station Location Analysis?

A Station Typology was developed for each planned SMRT station based on two categories – access pattern and land use pattern. This typology will aid the counties and subsequent SMRT Project team in station area planning and design. Access pattern refers to the role that each station plays within the overall system. Land Use Pattern refers to the density, physical character and mix of uses within ½ mile of the station. A summary of the assumed land use and access patterns for each of the planned SMRT stations is shown in the chart below.

### What are the Key Ridership Forecasting Findings?

Ridership and travel times were projected to the Year 2040 using a travel forecasting model based upon the Regional MCOG travel forecasting process, together with the recently created Washington Metropolitan Area Transit Authority (WMATA) post-processing model. The number

of combinations of Mainline Alternatives, Beltway Crossing Options and highway widening possibilities is too large for all of them to be modeled; therefore, the SMRT Project team analyzed 12 of the most representative scenarios (referred to herein as the Ridership Forecasting Model Run Scenarios, or Ridership Scenarios) that would contribute to the full range of potential ridership projections. The key results of the SMRT ridership modeling are as follows:

- The forecasted 2040 SMRT ridership ranges from 24,000 to 28,000 daily riders for the 12 Ridership Scenarios (16.7% variance from highest to lowest) with little variation between LRT and BRT. The Ridership Scenarios that eliminate the Camp Spring Station have the lowest ridership. The Ridership Scenarios that extend the BRT outside the SMRT Project corridor have the highest ridership, but by a small amount.
- Travel times and mode are the primary drivers of ridership in the SMRT Project corridor.
- Ridership is very directional in the peak direction (northbound in AM) and strong during the peak period.
- The Branch Avenue Metrorail Station shows the highest daily boardings of all stations, as it accommodates transfers from the Metrorail system. Other stations with high daily boardings include Mattawoman, Smallwood and Downtown Waldorf.
- Highway widening, which reduces highway traffic congestion, results in only a 1% decrease in total ridership.

*Transit travel time ranges from 37 to 42 minutes for the entire SMRT Project corridor length and is as much as 24 minutes, or 39%, faster than the highway time.*

**Table ES-3: Land Use and Access Patterns at SMRT Stations**

Access Patterns	Land Use Patterns			
	Town Center/ Mixed Use: Dense, mixed use	Special Anchor: Single institutional attractor	Residential: Serves Residential Neighborhood	Rural/Isolated: Low intensity
<b>Intermodal:</b> Provides connections to regional transit	Branch Avenue Mattawoman			
<b>Mid-Line Local:</b> Serves local destinations	Woodyard Timothy Branch Acton Downtown Waldorf	Joint Base Andrews Surratts	Camp Springs Coventry Smallwood	
<b>Regional Collector:</b> Access to transit from broad Commute Shed				Brandywine White Plains

## What Public Outreach Efforts Were Conducted?

MTA maintained numerous channels of communication with communities, businesses, and institutions in the SMRT Project corridor, as well as regional stakeholders throughout the project period. MTA developed a project website (<http://mta.maryland.gov/smrt/>) allowing visitors to contact the Project Manager, download newsletters and Open House materials, request a presentation, comment on SMRT Study reports, submit responses to the SMRT Project Survey, fill out a Comment Form, and join the Study's mailing list. Open Houses were conducted in both June 2014 (146 attendees) and Spring 2015 (163 attendees) in Clinton, Waldorf and Temple Hills. The June 2014 events provided information on alignments identified during the 2010 Corridor Preservation Study. The Spring 2015 events presented updated alignments and options under consideration; characteristics of BRT and LRT; and visions and challenges along the SMRT Project corridor. MTA identified potential Environmental Justice (EJ) populations (low-income and minority) and disadvantaged persons within the SMRT study area and ensured they were informed and afforded the opportunity to provide comments on the SMRT Study.

After publication of the Draft Alternatives Report, MTA conducted an Online Public Meeting on January 9, 2017. Eighty-seven participants registered and 62 attended the on-line webinar event. A total of 47 comments were received during the designated comment period. Additionally, Watch Parties were held in both Prince George's and Charles counties with local technical staff available on hand to address local questions and comments. Neighbors were also encouraged to have Watch Parties. The PowerPoint presentation used during the webinar and a meeting transcript including a question and answer section are located on the project website. ([www.smrmaryland.com/smrt/public-involvement/previous-meetings/january-2017-online-public-meeting](http://www.smrmaryland.com/smrt/public-involvement/previous-meetings/january-2017-online-public-meeting))

## How Will Environmental Effects be Handled?

The SMRT Environmental Inventory (2016) identified natural, socioeconomic and cultural resources potentially affected by the SMRT alternatives and options under consideration, which have been discussed with local, state and federal resource regulatory agencies. By identifying potential environmental concerns early in the planning process, avoidance, minimization and protection measures can be incorporated into the continuing design efforts. Compensatory mitigation for unavoidable impacts to natural environmental resources will be investigated as part of a future NEPA study.

## What is the Recommended Alignment?

MTA recommends Alternative 4, along the east side of MD 5 and US 301 in Prince George's County, and along the west side of the Pope's Creek Railroad in Charles County. The recommended crossing of the Capital Beltway is Beltway Option 8A, which provides a station directly serving JBA near the main gate. The northern terminus of the alignment for the Recommended Alternative is the Branch Avenue Metrorail Station platform on what is currently the bus transfer side of the station. The alignment then proceeds southeasterly adjacent to the existing Metrorail maintenance yard and runs parallel to Wesson Drive, to cross over the beltway east of the Auth Road bridge over the beltway. The alignment then runs on the south side of Allentown Road, turning south, adjacent to the Allentown Road exit ramp from northbound MD 5, then across Old Alexandria Ferry Road and Coventry Road at-grade. It then proceeds over Malcolm Road and Woodyard Road on aerial structures.

South of Woodyard Road, the alignment runs adjacent to the location of the future ramps for the SHA-proposed Surratts Road and Burch Hill Road interchanges. The alignment then continues east of the Brandywine Interchange and Park and Ride lot, which are currently under construction. The alignment continues south into the central portion of the Brandywine Crossing Shopping Center parking lot. South of the shopping center, the alignment moves adjacent to MD 5/US 301, running parallel to the ramps at the SHA-proposed McKendree Road interchange. North of Mattawoman-Beantown Road, the alignment diverges from MD 5/US 301, running adjacent to the CSX rail line on a new structure crossing Mattawoman Creek (using the Mattawoman-Beantown Option alignment). The preferred alignment continues south over Mattawoman-Beantown Road parallel to the CSX rail line through the Waldorf area. The southern limit is near DeMarr Road in Charles County.

This route provides direct access along the east side of the MD 5/US 301 to all of the key activity centers/destinations including the JBA Pedestrian Gate, MSMHC, Brandywine Crossing Shopping Center and the Waldorf Urban Redevelopment Corridor. This route is, on average, the lowest-cost option of those considered and is preferred by both Prince George's and Charles counties, as well as JBA.

## What Additional Refinements to the Alignment are Needed?

Throughout this study, the SMRT Project team has identified several challenging areas that need additional technical studies during subsequent phases of project development. These include:

- Minimizing and mitigating the environmental effects

- Addressing right-of-way impacts to JBA along Allentown Road and MD 5
- Integrating the SMRT alignment and stations into the MSMHC campus and into the Brandywine Crossing Shopping Center
- Crossing of the Mattawoman Creek
- Coordinating with CSX along its right-of-way in Charles County

### What is the Recommended Technology?

MTA recommends BRT on a dedicated transitway as the most appropriate technology for SMRT, based upon several key factors:

- BRT and LRT are projected to have comparable ridership.
- BRT travel times are approximately one minute faster over the length of the corridor.
- BRT capital cost estimates are \$500M less than LRT.

Even though annual operating costs for BRT are higher, the difference is not sufficient to overcome the considerable difference in construction costs. As transit technologies evolve, it is conceivable that changes in light rail construction requirements or the emergence of automated vehicles could reduce the cost differential between BRT and LRT options or a hybrid technology may emerge. In any event, the development of a dedicated transitway would insulate the transit service from the projected traffic congestion of the adjacent highway facility.

### What are the Next Steps in the Project?

#### Right-of-Way Preservation

The identification of a SMRT Recommended Alternative does not, in itself, preserve or secure essential right-of-way for a rapid transit system in the SMRT Project corridor. The longer it takes to secure project approvals and funding for right-of-way acquisition, the more difficult and expensive the necessary land will be to acquire.

A key goal of this study is to provide Prince George's and Charles counties a reference point for preserving right-of-way into the future, which may also help reduce impacts to future construction of buildings and facilities. Inclusion of a SMRT Recommended Alternative in county planning documents (e.g., land use and development plans) allows coordinated integration of highway improvement projects along the SMRT Project corridor (so short-term highway improvements do not preclude rapid transit implementation of a rapid transit system) and provides a reference for potential TOD investment.

#### Identify an owner/operator for the system

A key question left unresolved is the matter of ownership and operation of the SMRT facility and service. Resolving this question is key to progressing toward project development. By identifying the owner of the facility, it will be clear who is responsible for securing financing for construction and operation and how the governance of the system is addressed. There are a variety of models for this entity and a careful review of the legal, fiduciary and political issues associated with the service would enable the counties to select the most appropriate option. With the questions of governance and ownership addressed, the owner can then make critical decisions about procurement approach, options for public and private sector financing, and trade-offs between capital costs and operating costs.

#### Develop a funding strategy

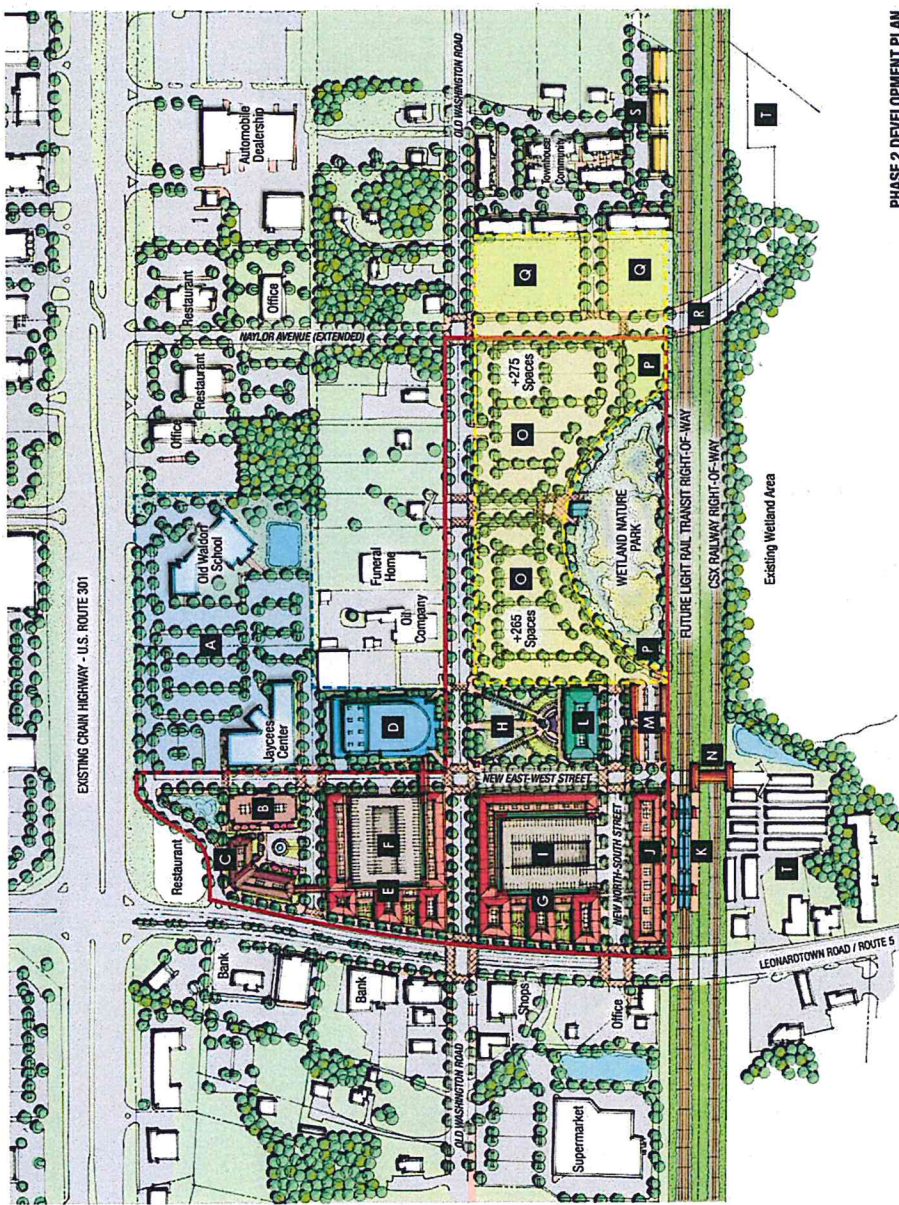
Closely tied to the question of ownership and operation is the funding strategy for the capital and operating costs for the project. The availability of funding and the form of financing can have a tremendous impact on the design effort and associated studies. Some questions of the trade-off between capital cost and operating expenses are best answered by the owner. In addition, environmental commitments required during the NEPA process are best negotiated by the owner.

The development of a funding strategy is also key to including a project in the regional Constrained Long-Range Plan (CLRP). Once in the CLRP, the impacts of a project become part of the base future case for other projects located in the same area.

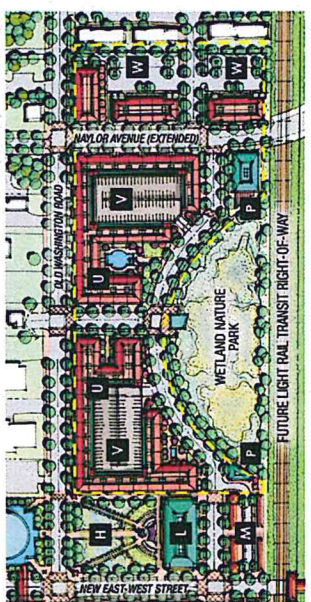
#### Complete NEPA and Preliminary Engineering Studies

It is recommended that the previous three steps be well underway prior to beginning the formal NEPA process and Preliminary Engineering. Since the use of federal funding is anticipated for at least some of the capital and operating costs for SMRT, the lead federal agency, probably the Federal Transit Administration (FTA), must approve the class of action for environmental analysis and compliance with NEPA regulations. Recently, the FTA has been unwilling to initiate those studies until funding commitments for some portion of the implementation are in place.

Securing a significant portion of the right-of-way, identifying the facility owner and developing a strategy for secure funding are fundamental to achieving the long-term goal of reliable rapid transit service in the MD 5/US 301 corridor.



- A WALDORF CIVIC CAMPUS**  
Includes: Present Waldorf Jaycees Community Center and Old Waldorf School, Fine Arts/Performing Arts/Civic Center and Waldorf Multi-Generational & Senior Center
- B GATEWAY OFFICE BUILDING**  
50,000 SF of class A office space in 4 stories
- C GATEWAY HOTEL**  
40,000 SF in 4-5 stories, 80-100 rooms
- D FUTURE FINE ARTS/PERFORMING ARTS/ CIVIC CENTER**  
1500 seat auditorium
- E MIXED-USE DEVELOPMENT**  
20,000 SF ground floor fitness center  
24,400 SF ground floor retail/commercial  
128 residential apartments on 4 upper floors
- F PARKING STRUCTURE**  
666 parking spaces on 6 levels with retail/commercial loading and service included on ground level
- G MIXED-USE DEVELOPMENT**  
60,000 SF ground floor grocery on 1-2 floors  
25,200 SF ground floor retail/commercial with  
156 residential apartments on 4 upper floors and  
8 ground floor residential apartments
- H PUBLIC SQUARE URBAN PARK**  
1 acre park space for event use and bio-filtration
- I PARKING STRUCTURE**  
756 spaces on 6 levels with retail/commercial loading and service included on ground level
- J RESIDENTIAL BUILDING**  
110 residential apartment units on 5 floors
- K FUTURE LIGHT RAIL TRANSIT STATION**  
300 platform for 3 passenger cars
- L POTENTIAL PUBLIC MARKET HOUSE LOCATION**  
12,000 - 15,000 SF facility
- M PHASE 1 TRANSIT STOP**  
MTA bus and VAN GO stations
- N AERIAL CROSSOVER FOR CSX TRACKS**
- O PARK AND RIDE LOTS**  
265 parking spaces in South lot  
275 parking spaces in North lot  
\*Future sites for mixed-use development and parking structures
- P FUTURE COMMUNITY PARK BUILDING SITES**
- Q FUTURE REDEVELOPMENT SITES**  
Commercial/residential mix
- R FUTURE NAYLOR AVENUE EXTENSION ACROSS RAILWAY**
- S FUTURE RESIDENTIAL RECONSTRUCTION ALONG LIGHT RAIL ALIGNMENT**  
Three townhome building clusters
- T FUTURE PLANNED TRANSIT-ORIENTED REDEVELOPMENT SITES**

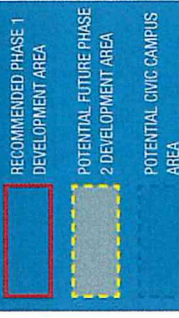


- U PHASE 2 MIXED-USE DEVELOPMENT**  
Each additional north and south building is five stories with +30,000 - 35,000 SF of ground floor commercial space, +140 upper floor apartments and 14 to 16 additional ground floor residential units
- V PHASE 2 PARKING STRUCTURES**  
Each north and south parking structure has the potential for +800 spaces on six levels with commercial loading and service locations included within the ground level
- W PHASE 2 RESIDENTIAL APARTMENTS**  
Three-story garden apartments on the north side of Naylor Avenue extended

# WALDORF URBAN REDEVELOPMENT CORRIDOR

**PHASE 1 DEVELOPMENT PROGRAM**

60,000 sf	ANCHOR (SPECIALTY GROUND FLOOR)
15,000 sf	FULL SERVICE RESTAURANTS
7,000 sf	BAR/PUB
4,000 sf	LIMITED SERVICE RESTAURANTS
22,000 sf	PERSONAL SERVICE / RETAIL
20,000 sf	FITNESS CENTER / RECREATION
50,000 sf	OFFICE
440,000 sf	RESIDENTIAL
40,000 sf	HOTEL
659,000 sf	TOTAL DEVELOPMENT SPACE



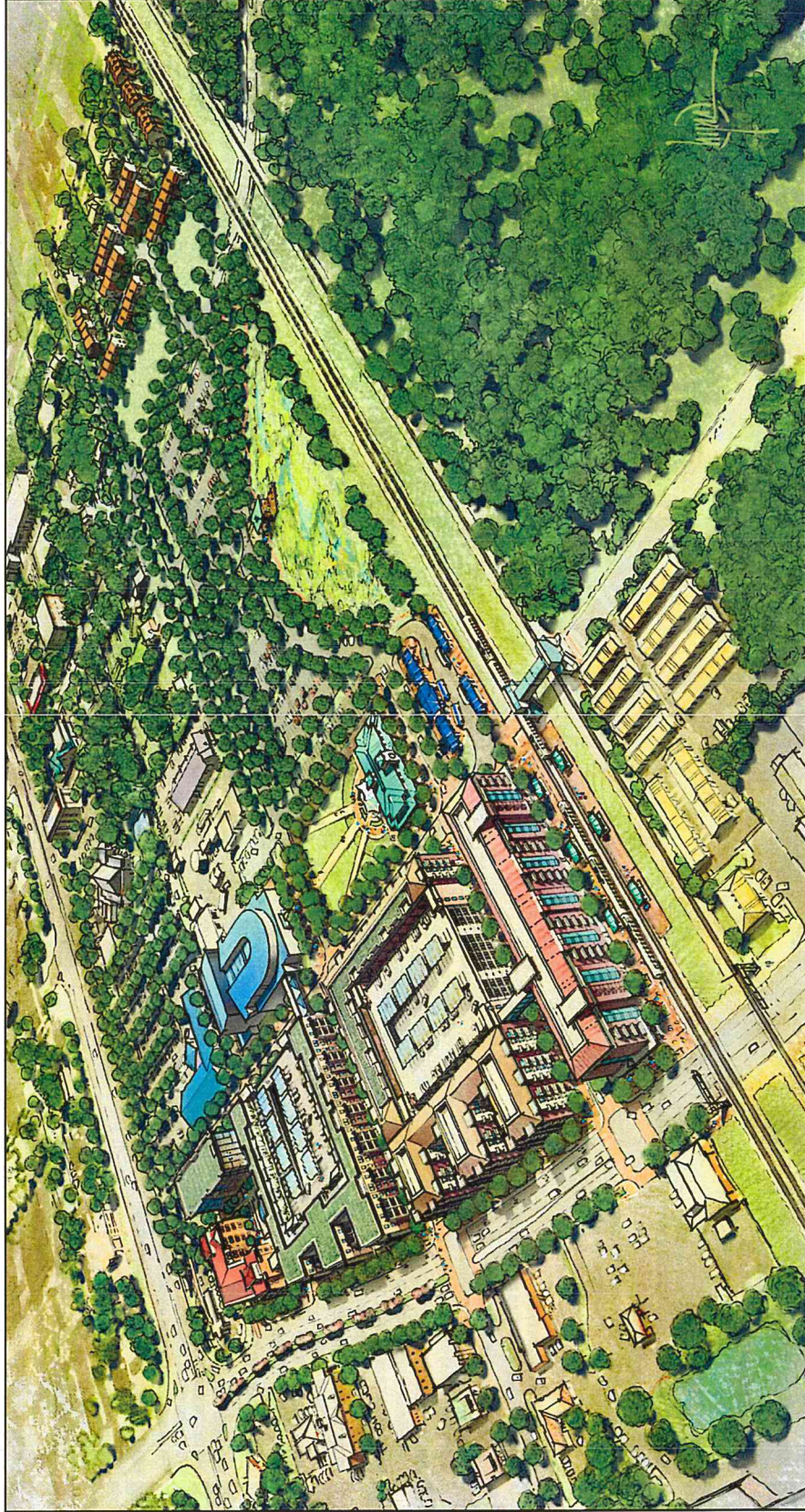
EDSA  
Environmental Design Studio, Inc.  
10000 Old Annapolis Road, Suite 200  
Annapolis, MD 21406  
Tel: 410-291-1000  
Fax: 410-291-1001  
www.edsa.com

JANUARY 29, 2013

## WALDORF CENTER - PHASE 1 AND PHASE 2 DEVELOPMENT PLAN

1" = 80'  
DATE: 01/29/13  
DRAWN BY: [Name]  
CHECKED BY: [Name]

WALDORF  
URBAN  
REDEVELOPMENT  
CORRIDOR

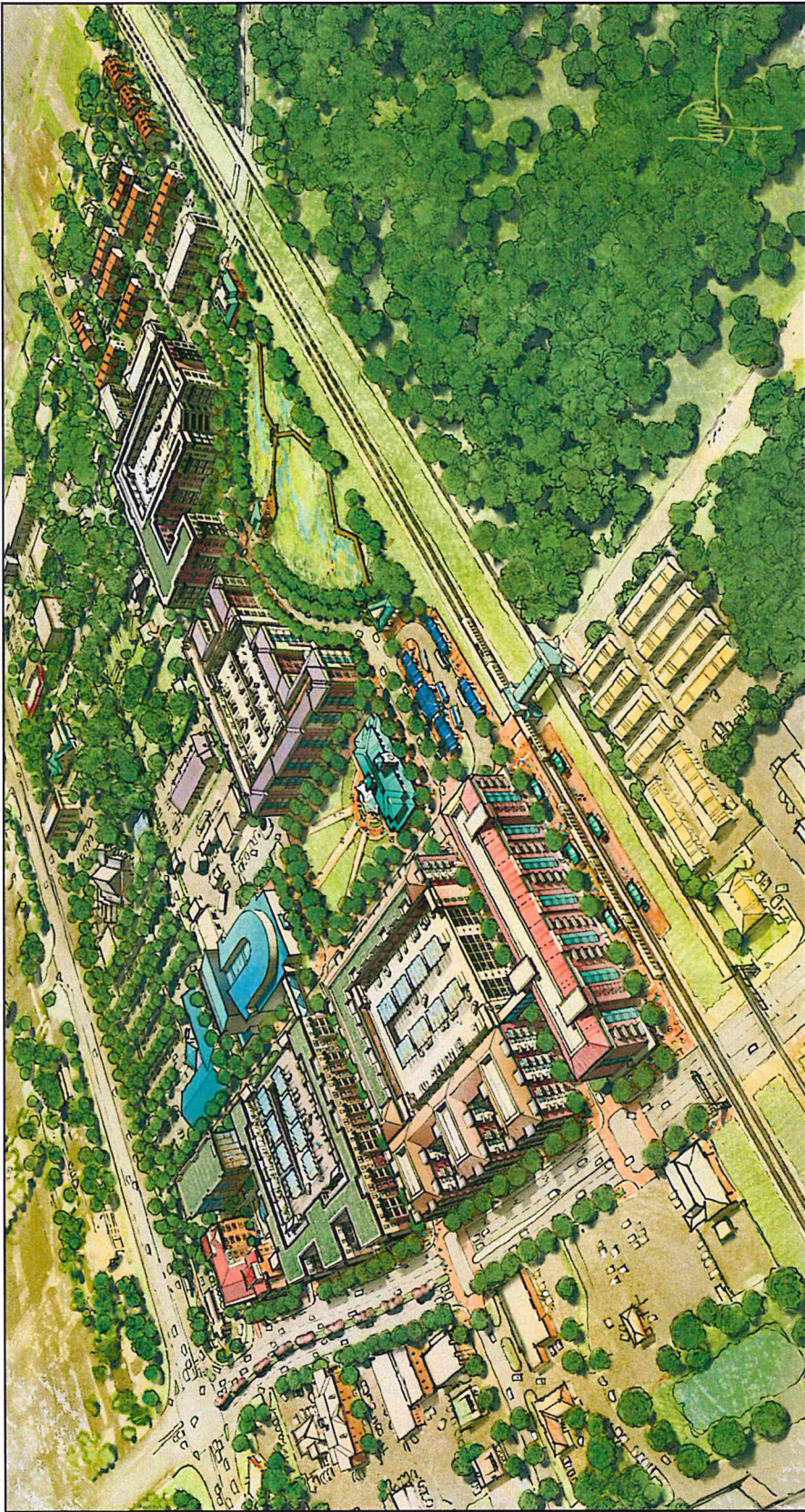


WALDORF CENTER - PHASE 1 DEVELOPMENT

Prepared for:  
City of Waldorf  
Planning and Growth  
Department  
CITY OF WALDORF, MD



WALDORF  
URBAN  
REDEVELOPMENT  
CORRIDOR



WALDORF CENTER - PHASE 2 DEVELOPMENT

MAY 23, 2013

PREPARED FOR  
THE CITY OF WASHINGTON  
BY  
SOLTESZ

**SOLTESZ**

EDSA

ARTHUR ELLIS  
*Legislative District 28*  
Charles County

Education, Health, and Environmental Affairs  
Committee

Joint Committee on Ending Homelessness

Joint Subcommittee on Program  
Open Space/Agricultural Land Preservation



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THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

March 13, 2019

The Honorable Nancy J. King, Chair  
Budget and Taxation Committee  
3 West  
Miller Senate Office Building  
Annapolis, MD 21401

SUPPORT SB 845, Southern Maryland Rapid Transit Project - Requirements and Funding

Dear Madam Chair King and members of the committee:

I come to you today to present SB-845 Southern Maryland Rapid Transit Project - Requirements and Funding. This bill requires the State Department of Transportation to promptly undertake all steps necessary to complete the design, engineering, and National Environmental Policy Act process and secure a record of decision for the Southern Maryland Rapid Transit Project; This bill also requires the Governor to include an appropriation amount in the annual State budget provided by the Transportation Trust Fund, installed over 2 fiscal years for purposes related to the project.

According to a Bloomberg news article published on February 28, 2019, Charles County is now named the most "costly commutes in America." They've spent 388 hours on average traveling in just 2017 alone. SB845 is designed to begin the process in addressing this issue for not only Charles County constituents but also constituents commuting every day from St. Mary's and Prince Georges.

This bill has received overwhelming support from Southern Maryland and Prince Georges County officials. Today you will hear from a panel of individuals all in support of this plan to solve the commuting nightmares our constituents currently are facing. Written testimony in support from St. Mary's County Commissioners and Prince Georges County Department of Public Works and Transportation have been provided in your packets.

I urge the committee to vote favorably on SB 845.

Sincerely,

Arthur Ellis – District 28





# Charles County Government

## CHARLES COUNTY COMMISSIONERS

Reuben B. Collins, II, Esq., *President*  
Bobby Rucci, *Vice President*  
Gilbert O. Bowling, III  
Thomasina O. Coates, M.S.  
Amanda M. Stewart, M.Ed.

Mark Belton  
*County Administrator*

March 5, 2019

The Hon. Nancy King, Chair  
The Hon. Bill Ferguson, Vice Chair  
and Members  
Budget and Taxation Committee  
Room 231, House Office Building  
Annapolis, Maryland 21401

Re: S.B. 845 Southern Maryland Rapid Transit Project - Requirements and Funding –Budget and Taxation Committee –  
Tuesday, March 6, 2019 at 1:00 p.m.

Dear Chairperson King, Vice-Chairperson Ferguson and Members:

The purpose of this letter is to express the support of the Charles County Commissioners for S.B. 845, Southern Maryland Rapid Transit (SMRT) Project. The Commissioners deem fixed-route, high-capacity transit service in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station to Waldorf and White Plains to be its highest transportation priority. S.B. 845 reflects the commitment on the part of the State Department of Transportation and the Office of the Governor that is needed to bring this critically important project to fruition.

The Southern Maryland region anticipates significant continued population growth, that will put an even greater strain on the SMRT Project corridor. We implore you to act now by supporting S.B. 845 in order to help solve the growing transportation dilemma in Southern Maryland.

Sincerely,

County Commissioners of Charles County  
Reuben B. Collins, II, Esq., President

cc: Charles County Legislative Delegation



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

## OFFICE OF THE COUNTY EXECUTIVE

**BILL:** Senate Bill 845 - Southern Maryland Rapid Transit Project - Requirements and Funding

**SPONSOR:** Senator Ellis, et al.

**HEARING DATE:** March 13, 2019

**COMMITTEE:** Senate Budget & Taxation

**CONTACT:** Intergovernmental Affairs Office, 301-261-1735

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**POSITION:** SUPPORT

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The Office of the Prince George's County Executive **SUPPORTS Senate Bill 845 – Southern Maryland Rapid Transit Project - Requirements and Funding**, which requires the State Department of Transportation to undertake all steps necessary to complete the design, engineering, and National Environmental Policy Act process and secure a record of decision for the Southern Maryland Rapid Transit Project. Further, Senate Bill 845 requires the Governor to include an appropriation for this endeavor within the state budget.

Travel demand along the Southern Maryland Rapid Transit (SMRT) Project corridor continues to increase. There is limited ability to expand the existing transportation footprint. The current commuter bus system route along MD 5/US 301 is nearing capacity, and further expansion is somewhat impractical due to bus storage capacity being scarce, and the streets of downtown Washington, D.C. are unable to manage increasing numbers of commuter buses. These buses experience the same travel delays on MD 5/US 301 that are experienced by general vehicular traffic. As such, a separated high capacity transit system is necessary to accommodate travel demand within the SMRT Project corridor. In addition, the Project would also serve to support widespread job growth.<sup>1</sup>

As discussed in the 2017 SMRT study report issued by the MTA, there is still much work to be done to bring any fixed guideway transit to the MD5/US301 corridor, including, but not limited to, right-of-way preservation, identifying an owner/operator for the system, and developing a funding strategy. SB845 provides resources and direction to begin taking these steps and enter the project into the National Environmental Policy Act (NEPA) review process. Completing the NEPA

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<sup>1</sup> [https://smrtmaryland.com/images/library/SMRT\\_Final\\_Alternatives\\_Report/SMRT%20Final%20Report%20-%20Executive%20Summary.pdf](https://smrtmaryland.com/images/library/SMRT_Final_Alternatives_Report/SMRT%20Final%20Report%20-%20Executive%20Summary.pdf)

process and reaching a Record of Decision are the critical steps necessary to make a final determination on the project and accessing federal funding.

The need along the corridor grows daily, and given its growth, it will be impossible to adequately accommodate future growth exclusively through roadway expansion. Fixed guideway transit would play a key role in meeting a clearly identified need in a manner that not only supports economic development and job connectivity but does so in a way that is environmentally responsible.

Although we are several steps away from the realization of fixed guideway transit in the corridor, the critical thing at this juncture is to take the steps necessary to advance the project along the development process, through NEPA study and on to a Record of Decision. With the commitment and resources that it brings to the task, passage of SB 845 is the important next step necessary to make that reality.

For these reasons, the Office of the Prince George's County Executive **SUPPORTS Senate Bill 845** and asks for a **FAVORABLE** report.

**COMMISSIONERS OF  
ST. MARY'S COUNTY**



James R. Guy, President  
Michael L. Hewitt, Commissioner  
Tom Jarboe, Commissioner  
Todd B. Morgan, Commissioner  
John E. O'Connor, Commissioner

---

March 10, 2015

The Honorable Pete K. Rahn  
Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Subject: Southern Maryland Rapid Transit Project

Dear Secretary Rahn:

The Commissioners of St. Mary's County would like to join the elected officials of Prince George's and Charles counties in requesting that additional State funds be included in MDOT's new, six-year Consolidated Transportation Program (CTP) to complete the "project planning" phase of the Southern Maryland Rapid Transit (SMRT) project.

An estimated \$20 to \$25 million, allocated over the six-year period of the CTP, would be needed to complete the "project planning" phase, secure a "Record of Decision," and complete 30 percent of the required engineering for a new high-capacity, fixed-route transit service, preferably light rail transit, in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station to Waldorf, terminating in White Plains, with a transit station and parking accessible to St. Mary's County citizens.

The Maryland Transit Administration began an initial step in the planning process last year with a limited State funding commitment of \$5 million. This work is expected to be completed next year. What is needed going forward is a State commitment to provide adequate funding to complete the entire "project planning" phase with annual allocations programmed over the multi-year period of the new CTP, so there are no further interruptions in the progress of this important regional initiative, and key benchmarks in the development of the project are achieved.

This is not a request for construction money. It is a request for planning money to complete all the steps necessary to make this project ready to move into the final engineering, land acquisition, and construction phases, when federal, State and private sector funding for implementation has been secured.

This project has a long history. In 1988, more than a quarter century ago, 32 elected officials of Southern Maryland and Prince George's County signed a joint letter asking Governor William Donald Schaefer to undertake a study of mass transit options to meet the needs of our rapidly growing region of the State. Since then, State and federally-funded studies have confirmed the need and the feasibility of high-capacity, fixed-route transit service connecting Southern Maryland and Washington's Metrorail System.

In the mid-1990's, following the BRAC decisions to consolidate thousands of Navy jobs at the Patuxent River Naval Air Station, including the headquarters of the Naval Air Systems Command, the Regional Infrastructure Advisory Committee of the Tri-County Council recommended a rapid transit connection between Washington, D.C. and Southern Maryland as one of the key priorities for State action. The "Southern Maryland Regional Strategy," unanimously adopted by the region's elected officials in 1999, reaffirmed this regional priority.

The Honorable Pete K. Rahn

Page 2

March 10, 2015


For many years, the Tri-County Council for Southern Maryland's annual tour letter has consistently designated high-capacity, fixed-route transit service in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station to Waldorf and White Plains, as the region's highest transit priority. The Council's 2015 letter confirmed this regional priority.

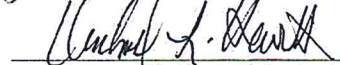
In 2009, the report of the State-appointed "Commission to Study Southern Maryland Transportation Needs" provided further evidence of the need, the opportunity, and regional consensus for action, and MTA's groundbreaking "Southern Maryland Transit Corridor Preservation Study," completed in 2010, for the first time delineated a specific transit alignment that has been adopted by Prince George's and Charles counties.

The impact of recent federal budget decisions on defense jobs in St. Mary's County has highlighted the need for more efficient commuting options for our citizens seeking employment in the metropolitan Washington area. St. Mary's County residents already make up a significant number of the 60,000 commuters who leave Southern Maryland every day for jobs in the Washington, D.C. area, as evidenced by the ever-increasing ridership of MTA's commuter bus service and our crowded park and ride lots.

We request your commitment of additional funds in the new 2015-2020 CTP, sufficient to complete the "project planning" phase of the Southern Maryland Rapid Transit project. Thank you very much for your consideration.

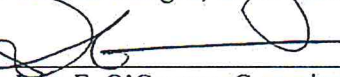
Sincerely,  
COMMISSIONERS OF  
ST. MARY'S COUNTY, MARYLAND

  
James R. Guy, President

  
Michael L. Hewitt, Commissioner

  
Tom Jarboe, Commissioner

  
Todd B. Morgan, Commissioner

  
John E. O'Connor, Commissioner

BOCC/dg

T:All/Consent/2015/7422

cc: Governor Larry Hogan, Jr.  
Lt. Governor Boyd Rutherford  
U. S. Senator Barbara Mikulski  
U. S. Senator Ben Cardin  
U. S. Congressman Steny Hoyer  
U. S. Congresswoman Donna Edwards  
Dr. Rebecca B. Bridgett, County Administrator  
Mr. George Erichsen, Director, Dept. of Public Works and Transportation  
Mr. John Hartline, Executive Director, Tri County Council for Southern Maryland



Mel Franklin  
Council Member  
At-Large

**PRINCE GEORGE'S COUNTY COUNCIL**

*Bringing the World to Prince George's County*

**SB 845 - Southern Maryland Rapid Transit Project - Requirements and Funding**

**Written Testimony**

**MARYLAND SENATE BUDGET AND TAXATION COMMITTEE**

**MARCH 13, 2019, 1:00 P.M.**

**Mel Franklin, Prince George's County Council, At-Large Member**

Madam Chair and Mister Vice-Chair, thank you for this opportunity to address the Senate Budget and Taxation Committee and to express my strong support for Senate Bill 845, legislation that would provide for the design, engineering, and National Environmental Policy Act (NEPA) process and secure a record of decision for the Southern Maryland Rapid Transit Project. I would like to thank Senator Ellis for his leadership in bringing forth this important legislation that will bring us closer to relieving the crushing traffic and congestion that Southern Maryland residents are experiencing on a daily basis. My colleagues on the Prince George's County Council and our County Executive Angela Alsobrooks have also endorsed SB 845.

We have a crisis in Southern Maryland. And it is getting worse every day. The rising congestion on the Maryland 5/ US-301 corridor causes thousands of our residents in Prince George's, Charles, and St. Mary's Counties to spend thousands of hours of their lives each year sitting in their cars and away from their families. This reduces the time that our parents spend with their kids and with each other, hurting their quality of life. This traffic nightmare also causes many businesses on this corridor to struggle because residents avoid the area at high traffic times of day. This chokes economic development and job creation in Southern Maryland and hurts our tax base.

On behalf of these hundreds of thousands of Marylanders, I am here to plead for your help because this crisis has no end in sight. There are no funded projects in the works that would help us take thousands of cars off the road and alleviate this crisis. That's why Senator Ellis' legislation is so important. It would move a project forward that is the answer to our traffic



Mel Franklin  
Council  
Member  
At-Large

challenges on the MD-5/US-301 corridor, the Southern Maryland Rapid Transit Project. By moving this project through the NEPA and design phases, SB 845 would make this solution “shovel ready” for the day when construction dollars become available. The truth is that we cannot simply pave our way out of this problem. While I appreciate more road improvements for my constituents, they are only temporary remedies for a problem that needs a long-term policy solution. Furthermore, the recently completed Southern Maryland Rapid Transit project study demonstrated that this transit project would be an economic boom for the State, creating billions in economic development and tax revenue, which could be leveraged in a public-private partnership to help pay for the project. The NEPA and design process would yield more definitive answers about how to proceed with the project’s construction.

The residents of Southern Maryland need and deserve our immediate action. Please pass SB 845 and help our hundreds of thousands of families and businesses in Southern Maryland and improve the quality of life for many generations to come. We need Southern Maryland Rapid Transit now. Thank you.

Mel Franklin  
Council Member At-Large  
Prince George’s County Council

CHRIS VAN HOLLEN  
MARYLAND

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# United States Senate

COMMITTEES  
APPROPRIATIONS  
BANKING, HOUSING, AND URBAN  
AFFAIRS  
BUDGET  
ENVIRONMENT AND  
PUBLIC WORKS

March 13, 2019

Honorable Nancy J. King  
Chairwoman  
3 West  
Miller Senate Office Building  
Annapolis, MD 21401

Honorable Bill Ferguson  
Vice Chairman  
3 West  
Miller Senate Office Building  
Annapolis, MD 21401

Dear Chairwoman King and Vice Chairman Ferguson:

I write to share my support for Senate Bill 845 – Southern Maryland Rapid Transit Project – Requirements and Funding. I appreciate the opportunity to submit comments on behalf of my constituents in Southern Maryland and request that this letter be included in the hearing record.

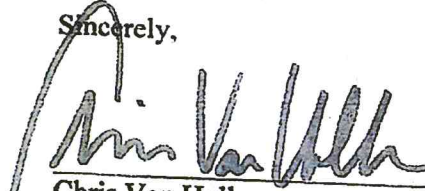
As you know, Southern Maryland is one of the fastest growing areas of our state, and its transportation networks, particularly the north-south routes during commuting hours, are inadequate. When I travel to Southern Maryland, I hear from many constituents about their frustration with congestion and the limitations of the current commuter bus system.

Community leaders have proposed a Southern Maryland Rapid Transit System to connect Charles County and Prince George's County and facilitate commuters to the Washington, D.C. metropolitan area. The Maryland Department of Transportation and Maryland Transit Administration have studied this idea and found merit in a transit concept as an effective way to manage future growth and economic development.

I strongly support transit options for residents across the State to ease congestion, facilitate transit-oriented development, and reduce emissions. I support SB 845 to jumpstart the next steps in the development process for Southern Maryland Rapid Transit.

Thank you for your consideration of my views.

Sincerely,



Chris Van Hollen  
United States Senator

#### STATE OFFICES

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PRINCE GEORGE'S  
COUNTY  
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SUITE 210  
LARGO, MD 20774  
PHONE (301) 322-6560



DEBRA M. DAVIS, ESQ.  
Legislative District 28  
Charles County

Judiciary Committee

Subcommittees

Juvenile Law

Public Safety



The Maryland House of Delegates  
6 Bladen Street, Room 204  
Annapolis, Maryland 21401  
410-841-3337 · 301-858-3337  
800-492-7122 Ext. 3337  
Debra.Davis@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

March 12, 2019

**Testimony in Support of Senate Bill 845 – Southern Maryland Rapid Transit Project - Requirements and Funding**

Dear Chair King and Committee Members:

As a current member of the House of Delegates representing Charles County and a former Charles County Commissioner, I fully support this bill which would require the state to undertake the National Environmental Policy Act (NEPA) process to move the Southern MD Rapid Transit (SMRT) project forward, with light rail as the preferred option.

As recent U.S. Census and MD Dept. of Transportation data attests, Charles County residents face the worst commutes in the entire nation, spending an average of 388 hours annually commuting. Based on Bloomberg News' recent analysis, more than a quarter of our residents have to leave home prior to 6am to reach their place of employment.<sup>1</sup> These long commutes degrade our quality of life, reducing the ability of parents to be fully engaged in their children's education. Extreme traffic congestion also limits seniors' access to medical care and other social services, as well as young people's access to internships and entry-level jobs. High rates of traffic accidents and fatalities on both the US Rt. 301 and Rt. 210 corridors only compound the problem.<sup>2</sup> Our region faces the fastest growing population in the entire state, thus traffic and related accidents will only worsen if we do not act today.

Traffic congestion is nothing new to Southern Maryland. MD state planning agencies have **already conducted five studies in the past twenty five years, all strongly confirming the need for improved public transit in our region.** One possible solution is a proposed light rail line route along US Rt. 301 which would connect the Branch Avenue WMATA station in Prince George's County with White Plains in Charles County. In addition to alleviating long commutes, this light rail line would open up serious economic opportunity, offering residents of the tri-county region improved access to better and more jobs, as well as fostering business investment and local economic growth. The ripple effects of light rail are enormous and would give thousands of people access to opportunities for high-quality employment – as well as businesses a new corridor in which to grow and thrive.

In order to efficiently move forward with the proposed SMRT project and take advantage of federal matching dollars, we must commit funding now to the National Environmental Policy Act (NEPA) process. This legislation will allow us to qualify for federal capital funding, as the NEPA decision is a precursor to securing federal appropriations support. The Governor's plan to widen I-495, -295 and -270 would do nothing to alleviate traffic congestion in southern Maryland nor support economic development in our region, whereas the Southern MD Rapid Transit project would do both.

For all these reasons, I respectfully request a favorable report on SB 845.

<sup>1</sup> Hagan, Shelly and Wei Lu. "The Most Expensive Commutes in America Aren't in NYC or San Francisco." Bloomberg. 28 Feb. 2019. MD Dept. of Transportation. "2040 Maryland Transportation Plan." January 2019. p10.

<sup>2</sup> Basch, Michelle. "'This is a death trap': more enforcement promised on Indian Head Highway." WTOP. 4 Jan. 2019.

**Audubon MD-DC \* Chesapeake Bay Foundation \* Clean Water Action  
Climate Law & Policy Project \* Conservancy for Charles County \* League of Women Voters  
Maryland Bass Nation \* Maryland Conservation Council \* Maryland Ornithological Society  
Mattawoman Watershed Society \* Nanjemoy-Potomac Environmental Council  
Nanjemoy Vision \* Preservation Maryland \* Sierra Club, Maryland Chapter  
Southern Maryland Audubon Society**

**SB 845 - Southern Maryland Rapid Transit Project- Requirements and Funding**

**Budget and Taxation**

**March 13, 2019**

**Position: SUPPORT**

The 450,000 residents of Prince George's, Charles, and St. Mary's counties who live in the MD5-US301 corridor need the Maryland Department of Transportation (MDOT) to promptly undertake all steps necessary to complete the design, engineering, and NEPA process for the Southern Maryland Rapid Transit Project – high-capacity, fixed-route transit service from the Branch Avenue Metrorail Station to White Plains. SB845 would require the State to complete this process and commit the necessary funding, estimated at \$27 million over the next two to three years.

In the past 25 years, the State has completed five major studies on the feasibility, alignment, projected ridership, and economic impact of high-capacity, fixed-route transit service to Southern Maryland. The conclusions of every study have repeatedly confirmed the urgent and growing need. Southern Maryland residents suffer through one of the longest daily commutes in the country. Between Charles and St. Mary's counties, there are an estimated 46,000 commuters with a combined ten million hours of lost productivity, family time, and leisure time as a result of excessive commute times.

Additionally, the transportation sector is Maryland's largest generator of greenhouse gases. The impacts of climate change are being experienced throughout Maryland, especially on the Eastern Shore where sea level rise and subsidence are resulting in considerable land loss. Investing in transit and providing Marylanders with alternatives to driving is critical to achieving the State's statutory goal of a 40% reduction in emissions by 2030. Notably, the reduction in emissions will not just be limited to commuters choosing transit over driving. The Southern Maryland Rapid Transit Project will foster walkable, mixed-use, transit-oriented development that allows residents to live car-free or car-light – an attractive option for millennials, seniors, and many others.

The Southern Maryland Rapid Transit project will improve quality of life for Southern Maryland residents, promote economic development consistent with smart growth, and advance the State's emissions reduction goals. We respectfully request your support for SB 845.

Contacts: Kimberly Golden Brandt and Elly Colmers Cowan, Preservation Maryland  
(410) 685-2886



Maryland Chapter

7338 Baltimore Avenue, Suite 102  
College Park, MD 20740-3211

**Committee:** Budget & Taxation

**Testimony on:** SB 845 "Southern Maryland Rapid Transit Project – Requirements and Funding"

**Position:** Support

**Hearing Date:** March 13, 2019

The Maryland Chapter of Sierra Club supports Senate Bill 845, which would require the Department of Transportation to undertake all steps necessary to complete the design, engineering and National Environmental Policy Act (NEPA) process for the Southern Maryland Rapid Transit Project (SMRT), and then secure a "record of decision" on it. The bill also specifies appropriations from the Transportation Trust Fund to achieve these requirements.

SMRT would be a high-capacity, fixed-route, light rail, rapid transit service that would operate in a dedicated 18.7 mile corridor along Maryland Route 5 / US Route 301 between the Branch Avenue Metrorail Station in Prince George's County and White Plains in Charles County.

Southern Maryland is among the fastest growing regions in the state, and tens of thousands of residents there now suffer through one of the worst daily commutes in America. Light rail transit (LRT) is the transportation mode preferred by the public and elected officials of Prince George's, Charles, and St. Mary's Counties to address this problem and provide additional benefits. While LRT construction costs would be slightly higher than for bus rapid transit (BRT), LRT's operating cost would be substantially less than BRT's, so LRT would be less costly overall. LRT also would provide the capacity needed to meet future increases in ridership better than BRT, and would serve as a greater catalyst for economic development in the area.

SMRT would encourage more people to leave their cars at home because it would get them to their destinations faster and, just as important, it also would help protect the environment. Transportation is the largest source of climate-disrupting greenhouse gases in the U.S. today, so reducing the number of single-occupancy gasoline and diesel-fueled vehicles on the roads and increasing the use of mass transit is critical. Tailpipe emissions from vehicles also are a major source of toxics that fill the air. These emissions include benzene, nitrogen oxide, sulfur dioxide, and carbon monoxide, which are hazardous to human health, and are linked to cancers, heart disease, asthma, emphysema, and other respiratory diseases.

In summary, passing this bill would enable SMRT to be ready to be included in an upcoming six-year State Consolidated Transportation Program so SMRT can be funded and implemented. This would benefit commuters and economic development in Southern Maryland, our environment, and the state's multi-modal transportation network. We urge a favorable report on this bill.

Brian Ditzler  
MD Sierra Club Chair & Transportation Chair  
Brian.Ditzler@mdsierra.org

Josh Tulkin  
Chapter Director  
Josh.Tulkin@mdsierra.org

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has approximately 800,000 members.

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has approximately 800,000 members.



# Charles County Government

## CHARLES COUNTY COMMISSIONERS

Peter F. Murphy, *President*  
Amanda M. Stewart, M.Ed., *Vice President*  
Ken Robinson  
Debra M. Davis, Esq.  
Bobby Rucci

Michael D. Mallinoff, Esq., ICMA-CM  
*County Administrator*

April 25, 2017

Pete K. Rahn, Secretary  
Maryland Department of Planning  
7201 Corporate Center Drive  
P. O. Box 548  
Hanover, Maryland 21076

Dear Secretary Rahn:

Thank you for meeting with representatives of Charles and Prince George's counties on March 23, 2017 at MDOT headquarters in Hanover to discuss the results of the Southern Maryland Rapid Transit (SMRT) Study and next steps for the project. Based on the results of the meeting, we have several follow-up points that we ask you and your staff to address.

We request that the Final Report and Recommendations of the Study reflect the findings and conclusions of the experts on the consultant team, and the members of the technical and steering committees, who have spent the past three years engaged in the following tasks, at a cost of more than \$3 million in public funds. The findings of the Study were based on the team's careful analysis of:

- Updated ridership forecasts
- Engineering of the detailed alignment and transit station locations
- Projected economic impact of the project
- Updated cost estimates
- Evaluation of the pros and cons of the two mode options, BRT or LRT

This is the fifth study of rapid transit service in the MD 5/U.S. 301 corridor between the Branch Avenue Metrorail Station and Charles County that has been completed in the 29 years since the elected officials of the Southern Maryland region presented their first request for State action on this priority to Governor William Donald Schaefer in 1988. We hope and expect the final recommendations to be consistent with the findings of the experts who were commissioned by the State to carry out this comprehensive analysis.

At the conclusion of the SMRT Study, it became evident to the project team that the projected ridership forecasts, and projections of economic impact, favored light rail transit (LRT) as the most responsive and suitable mode for delivering high-capacity, fixed-route transit service in this corridor, and the only mode capable of addressing the long-term growth in ridership that is expected after the design year when the system becomes operational.

We understand your concerns regarding the higher estimated capital cost of LRT over BRT. However, we would point out that the "annual operations costs" of BRT as shown in the Study results are 30 percent higher than LRT, not including

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Toll Free: 1-877-807-8790 • Fax: 301-645-0560 • E-Mail: [Commissioner@CharlesCountyMD.gov](mailto:Commissioner@CharlesCountyMD.gov)

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the cost of replacement vehicles. The “Key Ridership Conclusions” section of the 2016 SMRT Alternatives Report states by 2040, BRT would need to operate in 3-bus platoons at 6-minute headways to handle peak loads, but would result in BRT annual operating costs 25 to 50 percent higher than for LRT.

LRT is also the transit mode preferred by the elected officials of Charles and Prince George’s counties, and by the public, as expressed in numerous meetings and in comments received by the Maryland Transit Administration (MTA) on the draft Final Report during the public forum and comment period. A report summarizing the public comments received should be appended to the SMRT Final Report.

For these reasons, we expect LRT to be recommended as the preferred transit mode in the Final Report of the SMRT Study. In addition, we understand from the March 23<sup>rd</sup> meeting that Alignment Alternative 4, and Beltway (I-495) Crossing Option 8A, will be recommended in the Final Report, which we support. This will ensure the most cost-effective Beltway crossing and access to the Branch Avenue Metrorail Station, and will provide for the location of a transit station near the main gate of Joint Base Andrews, a key commuter destination, employment and activity center, and focal point for future TOD on the proposed 18.7-mile SMRT alignment.

We are very concerned that MDOT’s new Consolidated Transportation Program (CTP) proposes that work on this project be suspended for six years, until FY 2023. After nearly 30 years of successive studies have proven the feasibility and benefit of implementing this project, work has been repeatedly suspended and progress halted, until local and regional political pressure compelled further action—in the form of another study.

Not only are transit needs in this congested and rapidly growing highway corridor steadily increasing, it is vitally important that a 70-foot, grade-separated transitway for future high-capacity, fixed-route transit service be preserved and integrated with improvements that the State Highway Administration is planning. SHA has been waiting for the results of the SMRT Study before finalizing their own recommendations for MD 5. A six-year delay in beginning the formal “Project Planning/NEPA” phase of the SMRT project could result in a corresponding delay in the preservation of the transitway. Without prompt State action, additional growth and development could close the door on this project forever.

We strongly urge you to respect the integrity of this three-year Study and reconsider your decision to alter its findings and conclusions regarding mode selection. The Final Report of the SMRT Study should accurately reflect the experts’ finding that in view of future peak-period ridership forecasts, it is likely that BRT operations would fall short of the level of service required. LRT would be the mode most capable of meeting the transit needs of this corridor beyond the design year and into the future, and would deliver a significantly higher economic return on investment, more jobs, and more revenue to the State and local governments, sufficient to pay for the construction of the system.

And we strongly urge you to reconsider your decision to suspend work on this project until FY 2023. Southern Maryland is the only region of the State west of the Chesapeake Bay without access to some form of passenger rail transit—Metrorail, MARC, Amtrak or light rail. Our citizens deserve the same quality of transit service that other regions of Maryland have enjoyed for decades. A six-year delay in starting the next phase of this project could jeopardize the State’s preservation and acquisition of critical right-of-way in the MD 5 corridor. Preservation of a dedicated transitway will be vital for future construction of the SMRT project. Without it, you will be putting at risk the creation of a truly integrated, multi-modal transportation strategy for the MD 5/U.S. 301 corridor.

Sincerely,



Peter F. Murphy, *President*

On behalf of the Board of the County Commissioners of Charles County, Maryland

SMRT Study  
Page 3  
April 25, 2017

Cc: Governor Larry Hogan, Jr.  
Paul Comfort, MTA Administrator  
Greg Slater, SHA Administrator  
Mel Franklin, Prince George's County Council  
Victor Weissberg, Prince George's County DPW&T



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

**Derrick Leon Davis**  
Council Member, District 6

JUN 13 2017

Pete K. Rahn, Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
P. O. Box 548  
Hanover, Maryland 21076

Dear Secretary Rahn:

I write on behalf of the Prince George's County Council with respect to your meeting with representatives of Prince George's and Charles counties on March 23, 2017 at the Maryland Department of Transportation (MDOT) headquarters in Hanover to discuss the results of the Southern Maryland Rapid Transit (SMRT) Study and next steps for the project. Based on the results of the meeting, we understand that there were several follow-up points that you and your staff were asked to review and address.

We request that the Final Report and Recommendations of the SMRT Study reflect the findings and conclusions of the experts on the consultant team, and the members of the technical and steering committees, who have spent the past three years engaged in the following tasks, at a cost of more than \$3 million in public funds:

- Updated ridership forecasts
- Engineering of the detailed alignment and transit station locations
- Projected economic impact of the project
- Updated cost estimates
- Evaluation of the pros and cons of the two mode options, Bus Rapid Transit (BRT) or Light Rail Transit (LRT).

This is the fifth study that has been completed in the last 29 years on proposed rapid transit service in the MD 5/U.S. 301 corridor from the Branch Avenue Metrorail Station, through Prince George's County to Waldorf and White Plains in Charles County, since the elected county officials and state legislators of the Southern Maryland region made their first joint request for State action on this priority to Governor William Donald Schaefer in 1988.

In the Prince George's County Priority Projects List for the FY 2017-2022 State Consolidated Transportation Program (CTP), the County ranked SMRT as the fifth priority for transit projects in the County and has consistently supported the project since at least 2001. We hope and expect that the final recommendations of this new Study will be consistent with the findings of the experts who were commissioned by the State to carry out this comprehensive analysis.

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**E-mail: [CouncilDistrict6@co.pg.md.us](mailto:CouncilDistrict6@co.pg.md.us)**  
**[www.princegeorgescountymd.gov](http://www.princegeorgescountymd.gov)**



At the conclusion of the SMRT Study, it became evident to the project team that the transit ridership forecasts, and projections of economic impact, favored light rail transit (LRT) as the most responsive and suitable mode for delivering high-capacity, fixed-route transit service in this corridor, and the only mode capable of addressing the long-term growth in ridership that is expected after the system becomes operational.

We understand that there are concerns regarding the higher estimated capital cost of LRT over BRT. However, we would point out that the annual operating costs of BRT as shown in the Study results are 30 percent higher than LRT. The draft SMRT report states that by 2040, the design year of the system, BRT would need to operate in 3-bus platoons with 6-minute headways to handle the projected ridership in peak periods, at annual operating costs as much as 50 percent higher than LRT.

LRT is also the transit mode preferred by the elected officials of Prince George's and Charles counties, and by the residents of the corridor, as expressed in numerous meetings and in comments on the draft Report received by the Maryland Transit Administration (MTA), during the public forum and comment period. A report summarizing the public comments the State has received should be made available to our representatives on the Study team and appended to the SMRT Final Report.

For these reasons, we encourage that LRT be recommended as the preferred transit mode in the Final Report of the SMRT Study. In addition, we understand from the March 23<sup>rd</sup> meeting with our representatives that Alignment Alternative 4, and Beltway (I-495) Crossing Option 8A, will be recommended in the Final Report, which we support. This will ensure the most cost-effective Beltway crossing and access to the Branch Avenue Metrorail Station, and will provide for the location of a transit station near the main gate of Joint Base Andrews, a key commuter destination, employment and activity center, and one of the focal points for future transit-oriented development on the proposed 18.7-mile SMRT alignment.

We are very concerned that MDOT's new Consolidated Transportation Program (CTP) proposes that further work on this project be suspended for six years, until FY 2023. After nearly 30 years of successive studies have proven the feasibility and benefit of implementing this project, progress toward implementation has been repeatedly halted, until local and regional political pressure compelled further State action—in the form of another study.

Rapid transit needs in this congested and rapidly growing highway corridor are steadily increasing, so it is vitally important that a 70-foot, grade-separated transit way for future high-capacity, fixed-route transit service be preserved and integrated with improvements being planned by the State Highway Administration. SHA has been waiting for the results of the SMRT Study before finalizing their own recommendations for MD 5. Waiting six years to begin the formal "Project Planning/NEPA" phase of the SMRT project could delay action by the State to preserve the transit way, with dire consequences. Without prompt State action, additional growth and development in the corridor could foreclose the opportunity to make the SMRT project a reality—forever.

We strongly urge you to respect the integrity of this three-year Study and reconsider your decision to alter its findings and conclusions regarding mode selection. The Final Report of the SMRT Study should accurately reflect the experts' finding that in view of future peak-period ridership forecasts, it is likely that BRT operations will fall short of the level of service required. LRT will be the transit mode most capable of meeting the needs and expectations of our citizens in this corridor, beyond the design year and into the future. And according to the Study, light rail will deliver a significantly higher economic return on investment, more jobs, and more revenue to the State and local governments—enough to pay for the cost of building the transit system itself.

We also strongly urge you to reconsider your decision to put this project on hold until FY 2023. A six-year delay in starting the next phase of formal project planning could jeopardize the State's timely preservation and acquisition of the transit right-of-way in the MD 5 corridor needed for future implementation of the SMRT project. And without the successful implementation of this project, the creation of a truly comprehensive, integrated, multi-modal transportation strategy for the MD 5/U.S. 301 corridor, so essential to the future prosperity of our region of the State, will be at risk.

Sincerely,

A handwritten signature in black ink, appearing to read 'Derrick Leon Davis', written over a horizontal line.

Derrick Leon Davis  
Chairman  
Prince George's County Council

cc: Governor Larry Hogan, Jr.  
Paul Comfort, MTA Administrator  
Gregory Slater, SHA Administrator  
Hon. Thomas V. Mike Miller, Senate President  
Hon. Michael Busch, House Speaker  
Hon. James Rosapepe, Chair, Prince George's County Senate Delegation  
Hon. Jay Walker, Chair, Prince George's County House Delegation  
Hon. Rushern L. Baker, III, County Executive  
Prince George's County Council  
Charles County Commissioners  
Darrell Mobley, Director, Prince George's County Department of Public Works & Transportation



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3820

**Mel Franklin**  
Council Chairman, District 9

September 29, 2014

The Honorable James T. Smith, Jr., Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Subject: Southern Maryland Rapid Transit Project

Dear Secretary Smith:

We are looking forward to our annual Tour Meeting with you on October 23 to discuss Prince George's County's transportation priorities. In anticipation of this meeting, I would like to request your favorable consideration of an allocation of sufficient funds in the Maryland Department of Transportation's next Consolidated Transportation Program (CTP) to complete the "project planning" phase of the Southern Maryland Rapid Transit (SMRT) project.

As you know, work was initiated with last year's commitment of \$5 million in new gas tax revenues to begin the planning phase of this project, following up the exceptional work of the Maryland Transit Administration on the 2010 Southern Maryland Transit Corridor Preservation Study. However, it is estimated that an additional \$20 million will be required to secure a "Record of Decision" and complete 30 percent of the required engineering for this new high-capacity, fixed-route transit service in the MD 5/US 301 corridor, from the Branch Avenue Metrorail Station, south through Prince George's County, to Waldorf and White Plains in Charles County.

This project is very important to Prince George's County, and has been designated one of the top transit priorities in our 2014 priorities letter. Two-thirds of the 19-mile transit alignment is in our County and would facilitate commutes, enhance local mobility, preserve highway capacity, manage congestion, and focus economic development, private sector investment, and new job opportunities near key transit-oriented activity centers along MD 5. Given the projected future growth and development in this already congested corridor, an integrated multi-modal approach, combining highway and transit, will be absolutely essential to maintaining acceptable levels of service in the coming decades. The MD 5 and SMRT studies now underway provide a unique opportunity to create a sustainable, multi-modal transportation strategy for this major corridor of the State.

14741 Governor Oden Bowie Drive  
County Administration Building – Upper Marlboro, Maryland 20772  
CouncilDistrict9@co.pg.md.us Fax: 301-952-5275



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

(301) 952-3820

**Mel Franklin**

**Council Chairman, District 9**

On November 15, 2011, the Prince George's County Council unanimously adopted a resolution of support for the development of new high-capacity, fixed-route transit service—preferably light rail transit—on the proposed MD 5/US 301 transit alignment between Branch Avenue and White Plains. Our resolution requested the designation of this project as “the State’s next highest public transit priority in the Consolidated Transportation Program, after the Purple Line, the Red Line and the Corridor Cities Transitway projects.”

As you prepare for this fall’s Tour Meetings, I would appreciate your commitment to provide an additional \$20 million in the next Consolidated Transportation Program to complete the “project planning” phase of this vitally important regional transit project.

Best Regards,

A handwritten signature in black ink that reads "Mel Franklin". The signature is written in a cursive style.

Mel Franklin

Chairman

Prince George's County Council

Cc: Governor Martin O'Malley  
Lt. Governor Anthony Brown  
U.S. Senator Barbara Mikulski  
U.S. Senator Ben Cardin  
U.S. Congressman Steny Hoyer  
U.S. Congresswoman Donna Edwards

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THOMAS V. MIKE MILLER, JR.  
PRESIDENT OF THE SENATE  
27th Legislative District



*The Senate of Maryland*  
ANNAPOLIS, MARYLAND 21401-1991

November 12, 2014

*Annapolis Address*  
H-107 State House  
Annapolis, Maryland 21401-1991  
410-841-3700 • 301-858-3700  
800-492-7122 Ext. 3700

*District Addresses*  
*Prince George's County*  
P.O. Box 219  
8808 Old Branch Avenue  
Clinton, Maryland 20735  
301-868-6931  
*Calvert County*  
P.O. Box 364  
Dunkirk, Maryland 20754  
410-257-4400

The Honorable James T. Smith, Jr.  
Secretary  
Maryland Department of Transportation  
7201 Corporate Center Drive  
Hanover, Maryland 21076

Subject: Southern Maryland Rapid Transit Project

Dear Secretary Smith:

For a quarter century the Maryland Department of Transportation has been studying the feasibility and need for high-capacity, fixed-route transit service in the MD 5/ U.S. 301 corridor between the Branch Avenue Metrorail Station and Charles County. Every five years or so MDOT completes another study confirming that new rapid transit service in this corridor is both feasible and necessary to keep pace with future growth and development.

The most recent and significant of these studies, the Maryland Transit Administration's 2010 "Southern Maryland Transit Corridor Preservation Study," identified a 19-mile alignment for future rapid transit service from Branch Avenue, down the MD 5 corridor through Prince George's County, to Waldorf and White Plains. The study was "mode neutral" but light rail is the clear choice of the local citizens and elected policy-makers. This alignment has been adopted in the local transportation plans and land use policies of both Prince George's and Charles counties.

During the last 25 years, the population of the region has doubled, the number of daily commuters headed north to the Washington area from Southern Maryland alone has reached 46,000. With no passenger rail options available, and transit options limited to commuter buses, much of the auto-dependent MD 5 highway corridor through Prince George's County is congested, and becoming more so every day. It is clear that we will need to implement a sustainable, integrated highway and transit strategy in the MD 5 corridor if we hope to meet the needs of our citizens for the generation to come.

Further delay in providing the State funding necessary to complete the formal "project planning" phase will in turn postpone the completion of the NEPA process, preliminary engineering and a "record of decision," all steps that must be completed before the project will be ready to move forward into design and engineering, land acquisition and construction phases. A State commitment to "project planning" establishes a timeline and schedule for implementation on the basis of which public and private sector decisions can be made regarding future investments in infrastructure and transit-oriented development.

Both counties see this transit project as an opportunity to manage and focus future growth and development in the corridor around transit stations and activity centers, and a potential catalyst for new private sector investment, economic development, and employment.

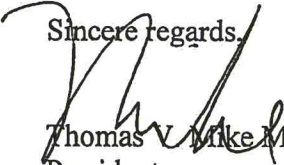
A prime example of this is the Waldorf Urban Redevelopment Corridor, a revitalization strategy being pursued by Charles County concurrently with the light rail initiative. This is the most significant "Smart Growth" project in Southern Maryland, and lines up perfectly with the Governor's new "Reinvest Maryland" initiative. Rapid transit will be the catalyst for the transformation of downtown Waldorf into a vibrant, mixed-use, walkable new transit-oriented urban community. The TOD zoning and implementation strategy are already in place.


Additionally, in the Prince George's County, the Brandywine corridor along Route US-301/MD-5 has become a thriving commercial center with several planned, walkable mixed-used development projects slated for the next several years. These projects will provide significant long-term support for sustained ridership for the Southern Maryland Rapid Transit project.

The time has come for the State of Maryland to make a commitment to complete the "project planning" phase of the Southern Maryland Rapid Transit project and invest an additional \$20 million in the new Consolidated Transportation Program for 2015-2020. This project is a priority for both Prince George's and Charles counties, as reflected in the Tour letters you received from both counties, and in their adopted policies.

MDOT's current investment of \$5 million to the Southern Maryland Rapid Transit study is limited in scope, and merely the first step of a much larger endeavor that needs to be undertaken to complete the planning phase of this project and prepare it for implementation. My elected colleagues and I in Prince George's County and Southern Maryland urgently request that you make a funding commitment to move this vitally important high-capacity, fixed-route rapid transit project into "project planning," for completion in the new six-year Consolidated Transportation Program.

Sincere regards,

  
Thomas V. Mike Miller, Jr.  
President  
Senate of Maryland



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**Cc:** Governor Martin O'Malley  
Lt. Governor Anthony Brown  
U.S. Senator Barbara Mikulski  
U.S. Senator Ben Cardin  
U.S. Congressman Steny Hoyer  
U.S. Congresswoman Donna Edwards

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**

**2011 Legislative Session**

Resolution No. CR-78-2011

Proposed by Council Member Franklin

Introduced by Council Members Franklin, Patterson, Harrison, Olson, Lehman and Campos

Co-Sponsors \_\_\_\_\_

Date of Introduction November 8, 2011

**RESOLUTION**

1 A RESOLUTION concerning

2 High-Capacity Fixed –Route Mass Transit Service

3 in the MD 5/US 301 Corridor

4 For the purpose of expressing the County Council's continued support for the development of  
5 new high-capacity, fixed-route transit service on the 18.8-mile MD Route 5/US Route 301  
6 corridor alignment between the Branch Avenue Metrorail Station in Prince George's County and  
7 Waldorf/White Plains in Charles County.

8 WHEREAS, in November 2001 the Prince George's County Council adopted Council  
9 Resolution CR-72-2001, recommending that Charles County should act in concert with Prince  
10 George's County and the Maryland Department of Transportation on the establishment of rail  
11 links to the Metrorail Green Line; and

12 WHEREAS, The Prince George's County government supported the recommendation of  
13 the 2004 Southern Maryland Transit Services Staging Plan that a fixed-guideway transit line in  
14 the Prince George's County segment of the MD 5 and US 301 Corridor could be connected to  
15 the Pope's Creek rail line in the Waldorf area, providing Charles County with additional mobility  
16 options; and

17 WHEREAS, in July 2007, Prince George's County Council wrote to the Secretary  
18 Maryland Department of Transportation, stating that "the mobility needs within and around the  
19 MD 5 and US 301 Corridor require stronger consideration and provision for future fixed-  
20 guideway mass transit facilities" and that Prince George's County supports the "future provision  
21 of fixed-guideway transit between the Branch Avenue Metrorail Station and Charles County"  
22 and "firmly believes that this concept deserves serious consideration by the Maryland



1 Department of Transportation and its modal administrations”; and

2 WHEREAS, in August 2010 the Maryland Transit Administration (MTA) completed the  
3 “Southern Maryland Transit Corridor Preservation Study,” which defined an 18.8 mile alignment  
4 for future Light Rail Transit or Bus Rapid Transit from the Branch Avenue Metrorail Station in  
5 Prince George’s County to Waldorf and White Plains in Charles County; and

6 WHEREAS, since the completion of the Southern Maryland Transit Corridor  
7 Preservation Study in 2010, no additional funding for this project has been allocated in the State  
8 Consolidated Transportation Plan (CTP), even though the current CTP states that additional  
9 “planning is needed to determine the role of a high-capacity transit service in the corridor”; and

10 WHEREAS, in March 2011 the County Council approved the 2011 State CTP Priority  
11 Projects List, which listed the Southern Maryland Transit Corridor as a priority for State transit  
12 programs and projects in Prince George’s County; and

13 WHEREAS, in May 2011 the Charles County Commissioners approved the 2011 State  
14 CTP Priority Projects Letter designating the accelerated implementation of high-capacity fixed-  
15 route mass transit improvements in the MD 5/US 301 corridor as Charles County’s highest  
16 transportation priority, and in October 2011 the Commissioners confirmed Light Rail Transit as  
17 the County’s highest transportation priority at a meeting with the Secretary of the Maryland  
18 Department of Transportation, and

19 WHEREAS, a new high-capacity, fixed-route transit line from the Branch Avenue  
20 Metrorail Station to Charles County would provide a tool for managing growth in the  
21 Developing Tier and for protecting the Rural Tier of Prince George’s County from sprawl  
22 development by focusing future growth and development around proposed transit stations in the  
23 corridor; and

24 WHEREAS, the Prince George’s County Council is committed to promoting improved  
25 air quality, reduced traffic congestion, conservation of energy and the use of transportation  
26 alternatives in the County and Region.

27 THEREFORE BE IT RESOLVED, that the County Council of Prince George’s County,  
28 Maryland, hereby reaffirms its support for the development of new high-capacity, fixed-route  
29 transit service—preferably light rail transit service—on the 18.8-mile MD Route 5/US Route 301  
30 corridor alignment between the Branch Avenue Metrorail Station and Waldorf /White Plains,  
31 which has been adopted by the Prince George’s and Charles County governments.

1 BE IT FURTHER RESOLVED that the County Council requests the support of the  
2 Governor, the Maryland General Assembly, and the Maryland Department of Transportation and  
3 its modal administrations for the designation of this project as the State's next highest public  
4 transit priority in the Consolidated Transportation Program, after the Purple Line, Red Line and  
5 Corridor Cities Transitway projects.

6 BE IT FURTHER RESOLVED that the County Council pledges to work in partnership  
7 with the Charles County Commissioners and other interested leaders in the region to jointly plan  
8 this project, pursue federal, state and local funding to accelerate the transit planning process,  
9 preserve right-of-way for the transit corridor alignment, adopt complementary transit-oriented  
10 land use and zoning policies along the transit corridor alignment and around proposed transit  
11 stations, and request the support of other regional leaders for this project.

12 BE IT FURTHER RESOLVED that the County Council urges the Governor, the  
13 Maryland Department of Transportation, and the Maryland Congressional Delegation to pursue  
14 federal funding for the planning phase of the Federal Transit Administration's "New Starts"  
15 project development process, which must be completed before this project can compete for  
16 federal transit construction funds.

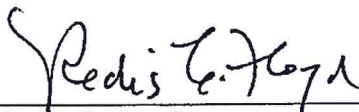
17 BE IT FURTHER RESOLVED that a copy of this Resolution be sent by the Clerk of the  
18 Council to the Governor Martin O'Malley, Lt. Governor Anthony Brown, United States Senators  
19 Barbara A. Mikulski and Benjamin L. Cardin, Congressman Steny H. Hoyer, Maryland State  
20 Senate President Thomas V. Mike Miller, Jr., Maryland Speaker of the House of Delegates  
21 Michael Busch, State Senator Thomas McLain Middleton, Charles County Commissioners  
22 President Candice Quinn Kelly and Maryland Secretary of Transportation Beverley Swaim-  
23 Staley.

Adopted this 15th day of November, 2011.

COUNTY COUNCIL OF PRINCE  
GEORGE'S COUNTY, MARYLAND

BY:   
Ingrid M. Turner  
Chair

ATTEST:

  
Redis C. Floyd  
Clerk of the Council

## Prince George's County Council Agenda Item Summary

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**Meeting Date:** 11/8/2011  
**Reference No.:** CR-078-2011  
**Draft No.:** 2  
**Proposer(s):** Franklin  
**Sponsor(s):** Franklin, Patterson, Harrison, Olson, Lehman, Campos  
**Item Title:** A Resolution for the purpose of expressing the County Council's continued support for the development of new high-capacity, fixed-route transit service on the 18.8-mile MD Route 5/US Route 301 corridor alignment between the Branch Avenue Metrorail Station in Prince George's County and Waldorf/White Plains in Charles County.

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**Drafter:** Todd M. Turner, Legislative Officer  
**Resource Personnel:** Brendon Laster, Legislative Aide District 9

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### LEGISLATIVE HISTORY:

<b>Date Presented:</b>		<b>Executive Action:</b>
<b>Committee Referral:</b>	11/8/2011 - C.O.W.	<b>Effective Date:</b>
<b>Committee Action:</b>	11/8/2011 - FAV(A)	
<b>Date Introduced:</b>	11/8/2011	
<b>Public Hearing:</b>		
<b>Council Action (1)</b>	11/15/2011 - ADOPTED	
<b>Council Votes:</b>	WC:A, DLD:A, MRF:A, AH:A, LJ:-, ML:A, EO:A, OP:A, IT:A, KT:-	
<b>Pass/Fail:</b>	P	
<b>Remarks:</b>		

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### AFFECTED CODE SECTIONS:

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### COMMITTEE REPORTS:

#### COMMITTEE OF THE WHOLE

Date 11/8/2011

Committee Vote: Favorable with amendments, 8-0 (In favor: Council Members Turner, Campos, Lehman, Davis, Toles, Olson, Franklin, and Harrison)

Staff provided a summary of the resolution and referral comments that were received. CR-78-2011 expresses the County Council Support for the development of the new high capacity route transit service on the 18.8 mile MD-Route 5 / US Route 301 corridor alignment between the Branch Avenue Metro Rail Station in Prince Georges County and Waldorf / White Plains in Charles County.

Two representatives from Charles County: (A former County Commissioner and a representative from the Planning Department) provided additional information to the Committee.

The Office of Law determined that CR-78-2011 was in proper legislative form.

The Office of Audits and Investigation indicated there will be no adverse fiscal impact on the County as a result of

adopting CR-78-2011.

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**BACKGROUND INFORMATION/FISCAL IMPACT:**

(Includes reason for proposal, as well as any unique statutory requirements)

This resolution seeks to express the County Council's continued support for the development of new high-capacity, fixed-route transit service on the 18.8-mile MD Route 5/US Route 301 corridor alignment between the Branch Avenue Metrorail Station in Prince George's County and Waldorf/White Plains in Charles County.

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**CODE INDEX TOPICS:**

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**INCLUSION FILES:**

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